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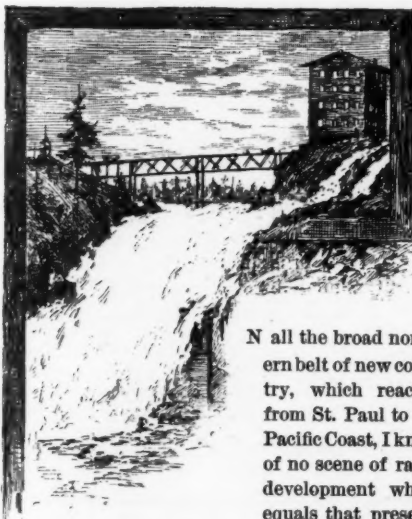
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SPOKANE FALLS.

The Rapidly Growing Business and Manufacturing Metropolis of Eastern Washington.

BY E. V. SMALLLEY.



N all the broad northern belt of new country, which reaches from St. Paul to the Pacific Coast, I know of no scene of rapid development which equals that presented by Spokane Falls

to-day; no such striking spectacle of the transformation of a frontier village into a large town, with extensive manufacturing, commercial and railroad activities; with solid business blocks and handsome dwellings, and with a bustling population, recruited on the arrival of every train by a throng of energetic, quick-witted new-comers. The click of the trowel, the rasp of the saw and the resonant blows of the hammer make music over all the broad, forest-girdled plain through which the blue Spokane rushes and leaps on its swift way to the Columbia, and forms a sharp treble to the bass of the roar of the cataracts that furnish the incomparable water-power for the wheels of many mills and factories. This is the music that the western man loves best—the rattle and hum of varied industry, laying the foundations and rearing the superstructure of a new civilization. And gazing in stolid wonder upon this wonderful transformation scene stands the sullen, blanketed Indian, who but a few years ago, looked upon the flowery Spokane plain as his choice and exclusive domain, and upon the river as created by the Great Spirit to bring fish to his nets.

I witness the growth of Spokane Falls with special satisfaction, for have I not been predicting, on annual or semi-annual visits, for the past seven years, that here was the predestined site of a large city?

And are we not all delighted when events verify our predictions and we can say "I told you so?" It is an egotistical weakness, no doubt, but then it is a very natural one. If an occasional visitor feels such satisfaction at the spectacle of progress this new metropolis of the far Northwest presents, how much greater must be the pleasure of the brave pioneers who staked off their claims at the Falls only a little more than a decade ago, and have seen their most sanguine expectations fulfilled. To these men it seems but yesterday when they worked and slept in constant fear of attacks by hostile savages. Now they read the evening newspaper by the glow of Edison's incandescent electric lights, transact business by telephone, attend the opera and make pleasure journeys in Pullman cars. There were times when their hearts grew sick with hope deferred; when progress seemed to halt and skeptics scoffed at their dreams of a city to arise in this remote corner of the American Republic; but looking back on it all they now see how brief is the stretch of time that spans the whole history of the place, and how speedily have their dreams turned to facts.

HISTORICAL POINTS.

The first permanent settler, J. N. Glover, came in May, 1873, and bought out the claims of two squatters, who appear to have belonged to the restless, nomadic class of frontiersmen, that drift from place to place and leave no name and no mark behind. In 1874 came the Rev. H. T. Crowley, now editor of the *Chronicle*, as a missionary to the Indians. Next on the roll of pioneers is Rev. S. Havermahle, a Methodist presiding elder, and after him Frederick Post, who

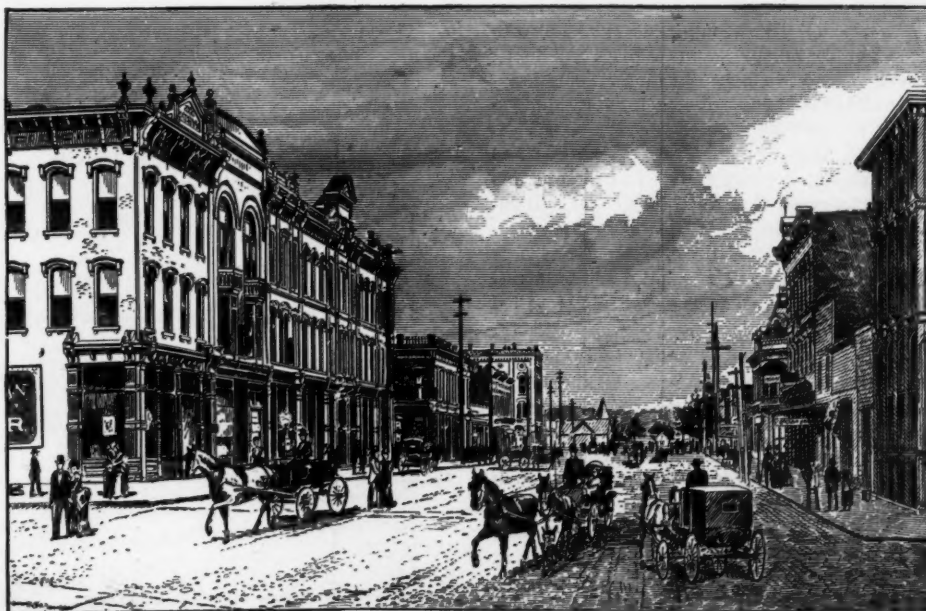
arrived in 1876, and who built the first flouring mill. In 1878 came the first merchant, A. M. Cannon, and the first lawyer, J. J. Browne, who took up claims and became in time wealthy owners of town real estate. Mr. Cannon built a saw-mill and established a bank. Mr. Glover started the First National Bank, and Browne and Glover built the pioneer brick blocks.

In 1881, the Northern Pacific Railroad, building eastward to meet its westward advancing line in the mountains of Montana, reached the Falls, and gave the new town an outlet to Portland. In 1883 the road was opened as a through line from the East to the Pacific Coast. From that year, only four years ago, dates the substantial growth and assured prosperity of the town. It experienced a check in 1884 and 1885, having got ahead of its supporting territory, but the new mining discoveries in the Cœur d'Alene district and the Colville Valley, and the steady influx of agricultural settlers, soon pushed it forward again, and in 1886 it started off at a pace which astonished the old settlers and which has been kept up without a halt ever since.

In 1892 when I first saw Spokane Falls, coming across 800 miles of wild country from the end of the Northern Pacific track in the Yellowstone Valley, it had only 700 inhabitants. In 1887 it has 7,000. By the end of 1888 its population will be 10,000. What will it be at the close of the century, a dozen years hence? About 30,000 would be a conservative estimate. Sanguine people put the figure at 50,000.

WHAT MAKES THE TOWN?

This is a question travelers always ask first. If they



SPOKANE FALLS.—RIVERSIDE AVENUE, LOOKING WEST.



SPOKANE FALLS.—A. M. CANNON'S RESIDENCE.

come from the East, they have traveled all day through a dense forest until an hour before they reach Spokane Falls, when they emerge from the sombre woods upon the blossoming plains near Rathdrum, and see a few farms and a broad expanse of pasture land, with mountains on all the horizon line. If they come from the West, the train runs through ravines that crease the face of the country and they see little besides basaltic rocks and bunch grass, or bull-pine woods, until they stop at the busy station at the Falls. Looking about, then, upon the tall brick blocks, the big mills and the hundreds of new dwellings, they shake their heads and say "What is there to support this town, anyhow?" Many of them pass on in their ignorance and predict a speedy collapse to a place which they think has dared to grow without the backing of a settled country.

The truth is, Spokane Falls is remarkably well-endowed with resources in the way of supporting territory, but you cannot see them from the car windows of a passing train. These resources are: First, extensive areas of farming and grazing country; second, a great timber belt; third, five mining districts, one of which is so far developed as to give certain promise of becoming the most productive in the world; fourth, a water-power of great volume, singularly well arranged by nature for commercial use; fifth, a trans-continental trunk line railroad, with branches already built in two directions, and to be built next year in two other directions. Thus it appears that there is nothing forced or wildly speculative about the growth of the place. Spokane Falls is the natural, necessary outgrowth of the business needs of a region of country almost as large as the State of Ohio, much of which is capable of sustaining a dense population, and all of which, if not valuable for farmers, has its utility in its forests, its bunch-grass pastures, or its gold, silver and lead ores. Now let us look a little more closely at these varied resources.

THE TRIBUTARY FARMING COUNTRY

On this subject I write from personal knowledge, having explored all the agricultural and grazing country, settled and unsettled, tributary to Spokane Falls, going north to the British line, west through the Big Bend country to and beyond the Columbia River, and south through the Palouse country to the Snake River. Before the mining discoveries were made it seemed plain that if the Falls had only farming and grazing to depend upon it would, with railway facilities, make an important town.

In a northerly direction the Colville Valley is about

fifty miles long, but is quite narrow. Its chief wealth is its silver ores, but it contains a good deal of very rich agricultural land on the bottoms and on the foothills of the mountains. Along the banks of the Columbia, both above and below the mouth of the Colville, the bench lands are valuable for cattle and sheep, and good crops of wheat are grown upon them.

In a westerly direction, beyond the belt of forest some ten miles wide, which envelopes the Spokane Plain, begins the rolling bunch-grass plateau, known as the Big Bend country, from the fact that the Columbia River makes a great sweep around it on the north and west. This is a region about 100 miles across, and a large part of it is first-class farming land, producing heavy crops of the small grains. The remainder is good all the year round pasture for sheep, cattle and horses.

South and southeast of Spokane Falls, beginning seven miles away, just beyond the woods, lies the Palouse country, having a length of about 100 miles, to the Snake River, and a width of about fifty, and al-

most every acre of it being superb land for the plow. Enormous crops of wheat, oats, barley and Indian corn are grown there, and the tall bunch-grass, cured by the dry summer air, fattens stock that runs at large nearly all the winter.

Between the Palouse country and the belt of good farming land in the Big Bend country there is a vast region, too dry for cultivation, but heavily grassed and affording excellent stock range. This region, during the past three years, has sent over 100,000 head of cattle to the Montana ranges, and shipped to eastern markets over 30,000 head of horses.

LUMBER RESOURCES.

The eastern shores of Lake Cœur d'Alene, the banks of the Cœur d'Alene and St. Joseph rivers, which run into the lake, and the slopes of the Bitter Root and Cœur d'Alene mountains, where their head waters rise, are heavily timbered with white and yellow pine, cedar, spruce and hemlock. In some places the timber growth is so dense, and the trees so large, that the lumberman from the East is amazed at the amount of merchantable lumber per acre of land his practiced eye discerns. The Spokane River drains the lake, and brings the logs down upon its swift, deep current to the mills of the town. A boom collects them above the upper rapids.

With an extensive treeless region west of Spokane Falls and another south of it, both highly fertile, and capable of dense settlement, it is evident that the lumbering business of the Falls and its kindred industries of sash, blind, door and furniture making must increase in importance until the place becomes, in this respect, a new Minneapolis.

TRIBUTARY MINING DISTRICTS.

Seven mining districts, of recent discovery, in Idaho and Washington, are so situated that they necessarily come within the radius of Spokane Falls' trade relations. Their commercial, banking and transportation center is the Falls, and as their stores of gold and silver ores are more and more developed year by year, the Falls profits by their prosperity. It used to be the fashion to compare Spokane Falls with Minneapolis, because of its water-power and its flour-milling and lumbering interests; but since the recent important mining discoveries people are beginning to call it the Denver of the Pacific Coast, because, like the Colorado capital, it is the supply point for many flourishing mining camps.

The Cœur d'Alene district, lying about 100 miles southeast of Spokane Falls, and reached by D. C. Corbin's system of rail and water transportation is



SPOKANE FALLS.—J. WARDNER'S RESIDENCE.

much the most important of the seven mining regions referred to. It is fully described in the articles which appear in this number of *THE NORTHWEST*.

The Lake Pend d'Oreille district has been partially prospected and many veins of chloride and galena silver ores have been found, but no systematic mining operations have yet been prosecuted. This district is so accessible from the Northern Pacific main line that it should receive more attention from practical mining men with capital to develop its resources.

The Kootenai district, lying along the river of that name, partly in Montana and partly in British Columbia, and reached by a wagon road from Kootenai Station to Bonner's Ferry, thirty-eight miles, and thence by a small steamboat, contains enormous deposits of low-grade galena ore. A Connecticut company is operating there.

The Metaline district is ninety miles down the Pend d'Oreille or Clark's Fork River from Sand Point on Lake Pend d'Oreille, and about 150 from Spokane Falls. The ore is chloride and galena, and exists in large veins. Development waits the opening of a transportation line, for which two steamboats will be required, and a short portage around rapids. There is already a boat on the lake which can be used for the upper stretch of navigation.

The Colville district begins at Chewelah, sixty miles north from Spokane Falls, and extends for about 125 miles down the valley of the Colville River, and down the Columbia below the mouth of that stream. Its ores are chloride, galena, copper and gold quartz. Only the richest deposits can now be worked, owing to the cost of the long wagon haul to the railroad at Spokane Falls. When the projected railroad is built to the Colville Valley, this district will speedily rival in importance the Cœur d'Alene country, so numerous are its locations of good ore that will pay well for working as soon as cheap transportation is afforded.

Kettle River is a stream heading in British Columbia and emptying into the Columbia River, nearly opposite the mouth of the Colville. Placer mines are worked on Rock Creek, one of its tributaries, and valuable quartz veins have recently been discovered, on which operations have just commenced. This district is reached by stage from Spokane Falls to Marcus, on the Columbia, ninety-six miles, and thence by a pack trail up the Kettle River.

The Okanagon, or Salmon River district, lies along the Okanagon River and its tributary, the Salmon, just south of the British line, and is reached from Spokane Falls by a stage ride of 160 miles. The ores are chiefly high grade galena and grey copper with a little chloride and sulphuret. Development dates only from 1886. There are already two active towns, Salmon City and Ruby City. At the latter place a remarkably large vein of quartz has lately been discovered and traced four miles. It is from five to twenty-five feet wide, and assays from 100 to 500 ounces of silver. Experienced miners prophesy that a second Butte will speedily spring up in this remote wilderness.

THE WATER POWER.

Our picture of the Falls of the Spokane River gives a better idea of the volume of the water power and of its remarkably favorable distribution for commercial

use than could be given in columns of description. It shows the upper falls, a small part of the power of which is used for milling, and the lower fall not yet used at all. It does not show a rapid still further up stream, from which the largest flour mill, the largest



A SPOKANE CHIEF.

saw mill and several factories get their power. Paul F. Mohr, the well-known chief-engineer of the Spokane and Palouse Railroad, contributed lately to the Spokane Falls Review the following very thorough discussion of the value of this great water power.

A gentleman representing an eastern investment company, who had seen the falls last spring during high water and who saw them a few days ago at low water mark, seemed to feel very much concerned about the diminution of power by low water, and asked me if there was not some danger that Spokane Falls would get into the same position as Minneapolis with her water power, i. e., that at its lowest stage, the Minneapolis water power was so limited that steam power was substituted, especially as the power for flouring mills had to be an equable

and details of the subject such questions are quite excusable, but only need a few facts to disprove all doubts upon the subject.

To treat this matter intelligently, I will first state that from actual measurement in November, 1884, I ascertained that the total power at that time of year, estimating that all the power could be utilized, was over 90,000 horse power. Of course a large per centage of this (perhaps twenty per cent.) is lost by friction by reason of the uneven and rocky bottom of the river, and the many small islands, angles and rocks between the top and bottom of the falls. Forty per cent. more of this power would not be utilized by any system of canals or flumes, hence about sixty per cent. should be deducted.

To arrive at the available number of horse power which the Spokane River could furnish at this point, assuming 90,000 horse power as the gross power of the river, and deducting sixty per cent. therefrom would leave 27,000 horse power as a most conservative and minimum estimate. Now to correctly appreciate what this means, let us for a moment take the statistics of 1880 for the total horse power (both steam and water) used in different inland States. I select inland States as forming a more conservative bases than States such as Massachusetts, Pennsylvania, New York, etc., as a large per centage of the power employed there is used for the manufacture of articles for export:

	Horse power.
Colorado in 1880 utilized.....	5,902
Illinois, " "	144,288
Indiana, " "	131,770
Iowa, " "	54,221
Missouri, " "	80,749
Minnesota, " "	53,880
Ohio, " "	231,143
Washington Territory,	4,385
Oregon in 1880 utilized	15,489

This represents the power used in each of the entire States. The city of Minneapolis used in 1880 as nearly as I could ascertain, about 20,000 horse power, and Minneapolis is probably the largest flour milling point in the world.

The industries requiring the most power are, in their order, as follows:

- 1—Lumber.
- 2—Flour.
- 3—Iron and steel.
- 4—Paper.
- 5—Woolen goods.
- 6—Worsted goods.

With several industries consuming a comparatively small amount of power not necessary to mention. Of the industries above named all but the iron and steel industries can be followed at this point, and in fact the flouring, paper and woolen industries belong to this section of the country.

It is interesting to observe, also, that there is always a certain relation of population to horse power, in nearly

all manufacturing States. The average population to horse power, in the United States, is as eleven to one. In other words, each horse power utilized, means an increase of eleven souls in population. The average per State varies somewhat, so that in Indiana the population is as thirteen to one horse power. The variations for different States are from nine to thirteen persons per horse power, according to the location and the products common thereto. Taking the horse power used in flour milling, the statistics show that in Ohio, with a product of 46,000,000 bushels of wheat, 57,283 horse power, both steam and water, were utilized. In Indiana, with a product of 47,000,000 bushels of wheat, only 28,798 horse power were employed in the milling interest. The population for the same year was, for Indiana, 1,978,000 and for Ohio, 3,198,000.

Now to generalize somewhat in relation to Spokane Falls. I estimate that the Big Bend country and Palouse country, together with the

smaller areas of agricultural land scattered through the country north and southeast of Spokane Falls, are capable, when thoroughly under cultivation, of producing in the neighborhood of 9,000,000 bushels of wheat.

In Indiana the relation of horse power utilized in the flour milling is one horse power to 1,237 bushels of wheat.



SPOKANE FALLS.—HOWARD STREET, LOOKING NORTH.

and constant power, and consequently that the minimum power had necessarily to be the ruling factor in this problem. The same interviewer emphasized his point by stating that several manufacturing concerns in this city, which had recently been started, were using steam instead of water power. To a man unacquainted with the facts



SPOKANE FALLS.—A TROT ON THE DRIVING PARK TRACK.

That is the proportion of power to wheat produced and not to wheat ground into flour. It included wheat shipped out of the State as well as wheat milled in the State. Using this ratio, and assuming that half of the ultimate wheat production of the country tributary to this city would be ground into flour in Spokane Falls, would show that 4,000 horse power could be utilized in flour milling alone, and assuming eleven inhabitants per horse power, this would mean a population of 44,000 inhabitants whenever this amount of power is utilized. In making the statement that the average population per horse power in the United States, is as eleven to one, it must not be understood that eleven persons are directly employed in the establishments using the horse power. It simply means that this is the ratio of power to the population living in the city, town or State, and furthermore it means that these eleven persons would be occupied in all manner of pursuits, but still depending in one way or another, upon the industries in operation.

To show that even in a small town the relationship of population to horse power maintains this ratio, I estimate that the horse power, utilized in Spokane Falls to-day, both steam and water is about 600, while the population is at present between 7,000 and 8,000. The effect of population upon horse power and of horse power upon population is largely a reciprocal one—in other words, while the utilization of horse power causes an increase of population, it also requires a certain number of consumers to justify the operation of a given quantity of power. As a matter of course the increase of one industry means the increase of others, and when the time arrives for 4,000 horse power to be utilized in manufacturing, using the statistical proportion for the entire country, then 8,000 horse power would be utilized in lumber industries, which of course includes all industries using lumber in one form or another. It means a proportionate increase of 1,500 horse power in paper milling, provided of course, the necessary raw material for the manufacture of paper can be obtained, of which there is little doubt.

To forecast the industries of Spokane Falls, for a period of twenty-five years hence, it would be safe to assume that 15,000 horse power will be utilized in that time, which means a population of 165,000 inhabitants. To show that this estimate is not an extravagant one, we have only to consider that we have first the agricultural area; second, lumber supply; and third, the grazing lands, affording pasturage for millions of sheep. Then we have the straw and wood for pulp, and other ingredients for paper manufacture besides a long list of other products to be manufactured into proper form for consumption. We have the climate, the area and other necessary factors for the support of a large population. Should we be fortunate enough, within the next twenty-five years, to have the Columbia River made navigable to within say fifty miles of Spokane Falls and considering the additional railroad facilities that must be created within that period Spokane Falls will not only be able to supply the territory within a radius of 300 miles and more, but also a foreign demand, with its products.

THE RAILROADS.

Spokane Falls is on the main line of the Northern Pacific Railroad, which gives it advantageous transportation facilities with the East, and a direct outlet to the sea ports on Puget Sound and to Portland, Oregon. It is also the nucleus of a system of branch

lines which the Northern Pacific is constructing, and which are making it the unrivaled trade center of all the country in Eastern Washington and Northern Idaho, north of Snake River. One of these branches runs to Coeur d'Alene City, and the foot of Lake

the Pacific slope, to Belmont, Oakesdale, Palouse City and Genesee, and will be extended to and beyond Lewiston, Idaho.

Next year two more branches will be built, one westward across the fertile Big Bend country to the navigable waters of the Upper Columbia, draining an extensive agricultural region and affording an outlet for the Okanagon mines; the other northward through the Colville Valley, rich in silver and gold ores, to the Little Dalles, from whence there is unbroken navigation to the Canadian Pacific Railroad. A branch from the Colville line will run to the galena district on the Pend d'Oreille River, and the newly-discovered coal field.

If the Manitoba system, which will reach Helena, Montana, this fall, on its rapid westward march, is carried across the Rockies and on to the Pacific Coast, it will undoubtedly run through Spokane Falls. The Oregon Railway & Navigation Company, whose lines are now held under lease by the Union Pacific, ran a survey to the city last spring from a point near Colfax. In case the Union Pacific carries out the old plans of the O. R. & N., Spokane Falls will have a direct line to the country south of Snake River, by way of Riparia and Walla Walla. Whatever railway enterprises take shape in Eastern Washington this city is pretty certain to profit by them.

MANUFACTURING ENTERPRISES.

There are three flouring mills at Spokane Falls, with an aggregate capacity of 600 bushels per day. An oatmeal mill has just begun operations. Allied to the flour business is a cracker manufactory—a new and prosperous concern.

The principal lumber manufacturing company has a capital of \$250,000 and makes doors, blinds, sash, and a great variety of wood-work. Another concern makes all kinds of building furnishings.

A pottery company manufactures everything in its line, from jugs to sewer-pipes, from clay found near the city.

Three breweries, using Washington Territory barley and hops, have an aggregate capacity of 4,000 gallons per day.

A soap company makes toilet and laundry soaps, using the powerful detergent salts obtained by evaporating the waters of Medical Lake.

In the line of iron working, there are two small foundries and machine shops, one novelty and repair shop. Among the industries which will be attracted to the



A SOCIAL CONTRAST IN SPOKANE FALLS.

Coeur d'Alene, where it connects with D. C. Corbin's Coeur d'Alene Railway and Navigation line, penetrating the Coeur d'Alene mining districts. Another, the Spokane & Palouse Railway, runs south for about a hundred miles through the finest farming country on



SPOKANE FALLS.—THE RIVER BELOW THE FALLS.

city in the near future, by its superior advantages for manufacturing and transportation, may be specified woolen mills, paper mills; distilleries, smelting works, a starch factory, a stove factory and a furniture factory. The openings for all these industries are manifest and immediate.

BANKS AND NEWSPAPERS, ETC.

The three banks now in operation are the Bank of Spokane Falls, the First National and the Traders National, with an aggregate capital of \$550,000. A fourth bank, with a capital of \$200,000, will open in November. A Loan and Trust Company, with safe deposit vaults, has just been established.

There are two daily newspapers—the *Morning Review*, a large eight-page sheet, printing the full Associated Press report, and the *Evening Chronicle*. Both issue weekly editions. Two other weeklies are published, the *News*, and the *Northwest Tribune*, and there is

a monthly devoted to mining interests.

About \$1,000,000 will be expended for buildings this year, and next year's building record will leave that of 1887 far behind.

The freight receipts at the railway station have averaged over \$80,000 per month since January last.

A telephone system, extending to the Palouse country, the Cœur d'Alene mines and the Big Bend country, and embracing 350 miles of wire, centers at Spokane Falls.

SOCIAL LIFE IN SPOKANE FALLS.

There are so many people here who have come at one migratory jump from the eastern States, that the tone of business and social life in Spokane Falls is not western. The city is, in fact, an eastern colony, with a sprinkling of Oregonians and Californians, and of people who lived long enough in Kansas, or Iowa or Nebraska or Minnesota, before coming across the Rockies, to acquire a western manner. The eastern settlers bring with them their ideas of living. They dress well, have well-furnished houses, with pictures and pianos, and drive about in light buggies. They are critical on musical matters, discuss the newspapers and plays, and chat about the new books and magazines. In striking contrast with this cultured element, drawn from the best classes of eastern society, is the rough

miner who has come down from the mountains to "blow in" his savings, the pig-tailed Chinaman and the solemn, dirty Indian. The Harvard graduates had a supper one night, recently, and not a quarter of a mile away an encampment of roving Indians

from ten different States. In any large social gathering more than half the States in the Union are pretty sure to be represented. There is a sprinkling in the population of young Englishmen and Canadians, a considerable German element, a few French Canadians, a few Hollanders and Scandinavians, and enough Chinamen to do the laundry work, but not enough to disturb the labor market.

An active interest is shown in education. The public schools are well sustained. There is a flourishing Methodist college, which has just erected a ladies boarding hall. A. E. Lasher, formerly of Fulton, N. Y., is President.

Gonzaga College is a Catholic institution and under the management of Father Cataldo, is the headquarters for a wide field of missionary work among the Indians as well as a school of high grade for general education. The Catholics have just erected a semin-

ary for girls. All the leading Protestant churches have societies and church buildings.

The town is compactly built, but it already covers enough ground to make a street railroad needed, and one will be built next year. Electric lights, run by water-power, make the streets brilliant at night, and shine in many of the stores and dwellings. An opera house is approaching completion. The wide streets are neither muddy nor dusty, the town standing upon a plateau of coarse gravel. There are few shade trees, save the pines that have been left standing on the hillside, and along the river banks. An abundant water supply is furnished by the Holly system.

The beauty and varied character of the surrounding country makes life more agreeable than in prairie towns where all landscapes are alike and there are no points of interest to afford motives for drives and excursions. On the eastern and southeastern horizons rise the dark forest-clad ranges of the Cœur d'Alene and Pend d'Oreille mountains, the highest peak of the latter being Mount Carleton, about 8,000 feet high and covered with

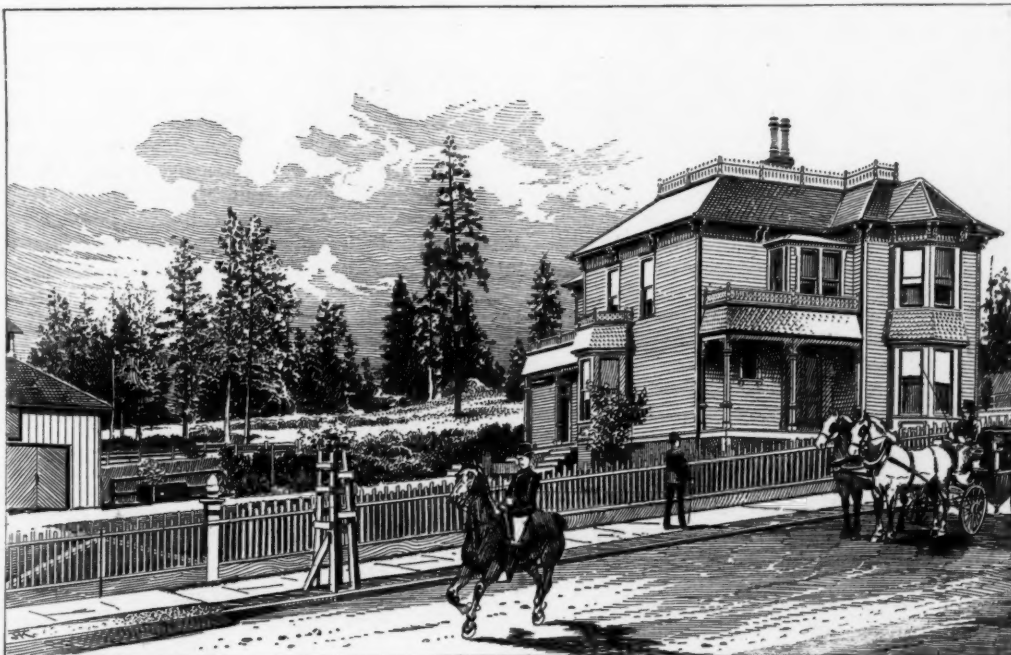


SPOKANE FALLS.—A. A. NEWBERY'S RESIDENCE.

were feasting on indescribable things by the light of the moon.

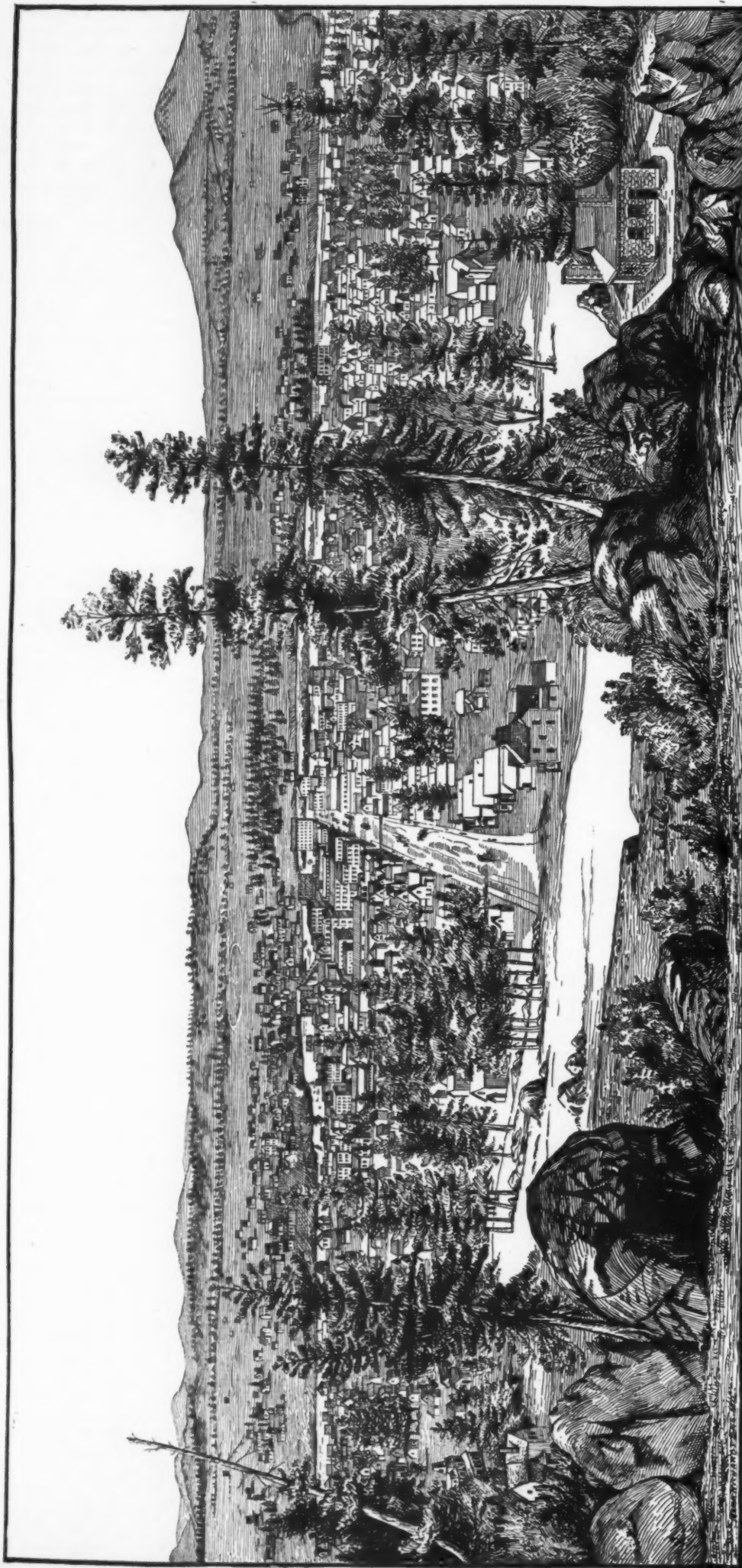
Calling, visiting, church sociables, evening parties and picnic excursions go on just the same as in eastern towns. Eligible bachelors are numerous, and as a consequence, girls marry young. Within the past year many handsome houses have been built, by old residents who have made money here, or by new comers who have brought in money, attracted by the beauty of the place and its business advantages. Now

are beginning to take social rank, according to their domiciles. The population is anonomously conglomerated from different eastern elements. An old resident showed me a row of ten new houses occupied by families



SPOKANE FALLS.—MAYOR W. H. TAYLOR'S RESIDENCE.

snow all the year, except in July and August. On the northern horizon lie the Colville and Columbia River ranges. The banks of the Spokane River and the Little Spokane afford many delightful spots for camping and fishing. Lake Cœur d'Alene, about



VIEW OF SPOKANE FALLS, LOOKING NORTH.

twenty miles distant, is as lovely a mountain lake as Lake George in the State of New York, or Loch Lomond, in Scotland. Medical Lake, eighteen miles distant, with its strong, brown mineral waters and its wooded, rocky shores, is a favorite pleasure and health resort. There are many delightful drives over the flowery plains and in the deep ravines of the river and of Latah Creek near the city.

CLIMATE OF SPOKANE FALLS.

Climate is a matter of no small importance to people seeking new homes in the West, for health and comfort are to a considerable extent dependent upon the weather. Spokane Falls is peculiarly fortunate in this respect. Its climatic conditions cannot be understood by Eastern people by a glance at its position on the map, because the isothermal lines and not the lines of latitude govern. The latitude of the place is about 46° , which is the same as that of Northern Minnesota, Northern Maine and the Canadian cities of Montreal and Quebec, but the mean temperature of the winter months is no lower than that of Richmond, Cincinnati and St. Louis. The mercury goes below zero during cold snaps, but never stays there long, and spells of mild weather when the warm Chinook wind blows from the west and sweeps off the snow, as if by the wand of an enchanter, break the continuity of the cold. Besides, the duration of the winter is comparatively short—some years less than six weeks; and never more than nine or ten. Farmers in the neighboring country usually begin their spring plowing in February. March, so much dreaded in the East, is a month of fresh grass and spring flowers.

The summer is long, quite hot in July and August, but the heat is a dry heat and the atmosphere is never sultry and oppressive. A temperature of ninety is not as much felt as one of eighty in the East. The autumn is a delightful season and is usually prolonged until about Christmas. November resembles an eastern October. As compared with the middle belt of the Eastern States—Pennsylvania, Ohio, Indiana and Illinois—there are from four to eight more weeks of pleasant weather in the year for out-door work. The land is hilly or rolling so that there is little standing water to produce malaria. All natural conditions are good for health. For an agreeable all the year round climate, bracing in winter and not debilitating in summer, Spokane Falls compares favorably with any other locality on the Pacific Slope.

SPOKANE FALLS REAL ESTATE.

The one feature more pronounced than any other which distinguishes Spokane Falls above its compeers in the Northwest, is the remarkable evidences of activity and bustle to be met on its business streets. Stroll along Riverside Avenue or up and down Howard Street, at any time during the day and you see throngs of people and heavily-laden teams moving about, all apparently busy. Push around amongst the crowd, examine the registers of the various hotels, and the reason of it all is plain. They are people from miles and miles around; prospectors and miners from the Cœur d'Alenes, Salmon River or Colville; stockmen and farmers from the Palouse, the Big Bend or the Northern prairies gathered into town, supplying the multitudinous wants of every day life. It was so four years ago, when the writer first visited the little hamlet; then, as now, Spokane Falls was the trading point for a wide section of country, but that country was sparsely peopled. The prospector had not tapped the mineral wealth hidden away in the Cœur d'Alenes, in Colville and the Salmon River; there were no branch railroads running from the town, transportation was possible only with the slow and measured tread of the ox-team; the resources of the country were but faintly comprehended. Now the mining regions of the Cœur d'Alenes have a population greater than that of Spokane County four years ago, and Spokane County, outside of the city, has trebled her population in the same period. The growth of Spokane Falls has kept pace with the growth of the country. In proportion as the mines have been developed, and as the farming country has



SPOKANE FALLS.—RESIDENCE OF J. J. BROWNE.

been settled up, so has Spokane Falls increased in size and in importance. Four years ago the village of 1,500 souls, with its lonely little saw mill and grist mill, was in keeping with the settlement of the country; to-day the city of 7,000 people, with four flour mills and a lumbering capacity of 100,000 feet daily, is in keeping with requirements of the country.

From the investors' point of view, however, the city of to-day has more attractions than the hamlet of four years ago. It is now a solid business center and has passed through the worries of childhood into the vigor of robust manhood. In those days before the discovery of the mines, other towns along the line of the Northern Pacific were claimants for the trade of the farmers and the railroad company favored one of these claimants. The water power, as unalterable as the laws of the Medes and Persians, was there in all its magnificence, but it was one of the "uncertain quantities" of a possible future. Spokane Falls has grown more because it is a distributing point, than from any expectations based upon her water power. The benefits likely to accrue from the utilization of her water power are legacies of the future—a future which draws nearer and nearer as the country around settles up and offers opportunities for the manufacture of every-day commodities at home. The existence of the water power has doubtless attracted hundreds of men to Spokane Falls, and the knowledge of the possibilities of that mighty power; the foreboding that the day is close at hand when the river banks shall be lined with factories—this knowledge, combined with the natural attractions of the place; its wonderful location in the heart of a rich country, has drawn towards it men of resource, of capital and of enterprise, who without realizing it, are hastening the utilization of the water power, by aiding the growth and development of a tributary country.

We have spoken thus far in generalities of the resources of the country; let us now look at them in detail. The wheat land in the Palouse, which is actually tributary to Spokane Falls, lying on either side of the Spokane and Palouse Railway, embraces (leaving the grazing land out of our count) thirty townships of A 1 wheat land containing in all 691,200 acres. North of Spokane Falls there are about 250,000 acres of choice wheat land, while in the Big Bend, there is a good deal more than 500,000 acres, of which hardly one-tenth has been touched by the plough. On a moderate computation, Spokane Falls has 1,350,000 acres of A 1 wheat land, now tributary to her, leaving out of count the vast area of land in the Western Palouse and the Western Big Bend, the trade of which sections is a probability of the near future. These 1,350,000 acres of land are capable of producing (taking 15 bushels to the acre) 600,000 tons of wheat. This year 400,000 tons of wheat will

be shipped on the 287 miles of road lying between Spokane Falls and The Dalles, and most of it is drawn from the Snake River country.

To the north and east of town are extensive areas of timber lands, principally pine and fir. The amount of lumber actually tributary to the Spokane River is variously estimated at from 4,000,000,000 to 8,000,000,000 feet.

The possible output of the mines is to-day merely a matter of conjecture. In the absence of transportation facilities little more than development work is



W. H. TAYLOR, MAYOR OF SPOKANE FALLS.

being done. One of the oldest engineers recently estimated that in the Bunker Hill and Sullivan and Stem Winder in the Cœur d'Alene Mines the quantity of ore capable of reduction was 1,000,000 tons, and it is now admitted on all sides that the Cœur d'Alenes contain the largest deposit of base metal yet discovered in the United States. The Colville camp is now turning out twenty tons of ore per day, which is being reduced by the smelter recently erected. The Salmon River and Pend d'Oreille Mines (coal of a very rich quality is found in the latter) are so far from transportation facilities that nothing more than development work has been attempted. Everything now awaits railroad construction. With the building of a road to Colville and the Pend d'Oreille; a road by way of Big Bend to Salmon River and the comple-

tion of a through road to the Cœur d'Alene, the necessity of establishing a smelting point in the center of the three districts is made evident. That point will be Spokane Falls—the point which is now supplying the various camps to-day with their merchandise.

The material growth as shown in the assessment roll, in the real estate records, and the character of its improvements is a gratifying evidence of the stability of the city. In 1880 the assessment of the whole of Spokane County was \$793,830. In 1882 it had grown to \$2,106,896. In 1884 it was \$3,176,250, and this year's assessment reaches over \$4,000,000. The assessment of Spokane Falls this year, and taken on the basis of county values is \$1,600,500; taken on the basis of two-thirds real value it would be about \$3,500,000. The population of the county in 1885 was 8,885, that of Spokane Falls then being 3,211. In 1887 the estimated population of the county is 14,849, that of Spokane Falls being 7,000. The values of real estate have advanced with the development of the country, the prices in the past year have made rapid advance in consequences of the extensive discoveries in the mines and the fact that the city's future is now no matter of speculation. Good business property has increased from 50 to 200 per cent. in the past two years; outside properties have increased in much greater proportion, on the two chief business streets—(Riverside Avenue one block east and two blocks west of Howard, and Howard Street one block south and two blocks north of Riverside.) Property ranges from \$100 to \$500 per front foot; the highest price yet paid for property is \$400 per front foot, recently given for a lot 25x60 in the best part of Howard Street, which rents for \$120 per month. Property can be purchased in the town giving twelve per cent. return on the money invested, without any regard to the increase in value which attends good property in all growing communities. In the past year, business has grown in all directions; two years ago there were no business improvements on Sprague, Post, Mill or Main streets. To-day these streets are lined with business houses, and property on these streets has grown from a speculation to a sound and paying investment. Residence lots close to these business points are in demand at greatly enhanced values, and it may be said that with the permanent progress that Spokane Falls has made, all this character of property has doubled or trebled in value. Taking a radius of ten miles from the city, lands too, have shared in the general rise. Farming properties, prospective market gardens for a future city have increased in value in two years from 100 to 200 per cent. Even now, however, fine farming lands well improved can be purchased from \$30 to \$50 an acre, within six or seven miles of the town. Land immediately around the city and that may be brought within the city limits has made exceptionally rapid



F. H. MASON, PREST. SPOKANE FALLS BOARD OF TRADE



SPOKANE FALLS.—RESIDENCE OF THOS. E. JEFFERSON.

advancements in the time specified. Two years ago land a mile from the city was hardly saleable at \$10 an acre. To-day it sells for \$100. The largest sale made thus far is that of Ross Park, a suburban property on the river banks of 480 acres, which sold recently to a local syndicate for \$85,000. \$500 an acre is the highest price at which any land has been sold, but there is, of course, land that cannot be touched at such a figure as this. Some of the best sales made in the past year have been to local men. The largest sale of inside property (\$33,000 for 114x117 on corner of Main and Howard) was made to Jacob Goetz and Harry Baer, two of the lucky owners of the Bunker Hill and Sullivan Mines. The past two years has seen the population of Spokane Falls doubled; it has seen the number of houses increased over 1,000; the frontage of brick buildings, which in 1883, was 150 feet, is now 2,000 feet; the one grist mill and the one saw mill, the solitary industries of the city of 1883 and 1884, has increased to four grist mills, with

a daily output of 700 barrels, three saw mills, with a daily capacity of 100,000 feet, a furniture factory, (which with a saw mill attached employs 140 hands) three planing mills, three foundries, two potteries, a cracker factory, three breweries, a soap factory, a number of large wholesale houses. Its traffic with the Northern Pacific alone equals \$100,000 per month and the freighting business to points not touched by railroads fully equals half that amount. Her wholesale business with the country around is very extensive and is growing with every development that is being made. Spokane Falls to-day presents great opportunities for investment. It is to-day the metropolis of Eastern Washington and Northern Idaho, and its future is a part of a country whose resources, scarcely yet revealed, are sufficiently apparent to justify the operation that it is richer than any similar area in the United States, in its combination of mineral and agricultural wealth.

W. S. NORMAN.



SPOKANE INDIANS GOING TO TOWN.

SPOKANE BUSINESS AND PERSONAL NOTES.

Frederick H. Mason, President of the Spokane Falls Board of Trade, was born in Sheboygan, Wisconsin, in 1864, spent most of his youth at Quincy, Illinois, was educated at the Military Academy at Chester, Pa., with the view of entering West Point, but finding his tastes were for a business life gave up this plan. After his graduation he served a year as a civil engineer on the Chicago, Burlington & Quincy Railroad, and then went into mercantile business for himself. Selling out in 1881, he traveled for five years as general agent for the Price baking powders, visiting all parts of the country. In 1886 he settled in Spokane Falls, where he had previously made investments, and where he is now the head of the important mercantile firm of J. H. Mason & Co.

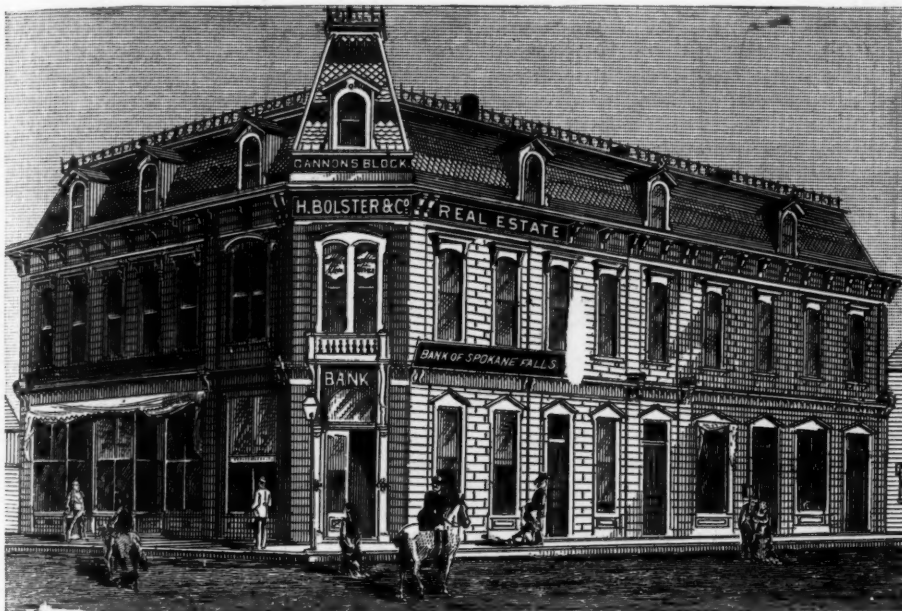
Mr. J. J. Browne was born in Greenville, Ohio, April 28, 1843. At an early age he moved to Columbia City, Indiana, where he was reared, and received a common school education. His desire for a better education was so strong that at eighteen years of age he sought Wabash College, and remained for three years, working mornings and evenings to pay his board and tuition. In 1868 he graduated from the department of law at the University of Michigan, and soon after located at Osage, Kansas, and engaged in the practice of his profession, remaining at this point till 1874 when he removed to Portland, Oregon, and again resumed the law. Attracted by the congenial climate of Eastern Washington, he migrated to Spokane Falls in 1878, where he soon built up a practice that extended far into both Washington and Idaho Territories. He also invested largely in real estate and has been so successful as to amass a small fortune. He is always foremost in the organization of any enterprise tending to the advancement of the city. He is President of the Spokane Mill Company, the street railway company, the Spokane Cracker Factory and the Spokane Trust and Investment Company, the aggregate capital amounting to about half a million dollars. While Mr. Browne takes a deep interest in public affairs, both local and general, he has never allowed his name used as a candidate for office but with two exceptions; the first being at Portland, when he was elected school superintendent of Multnomah County, by a large majority on the Democratic ticket, although the county was largely Republican, and the second school director at Spokane. In behalf of the school system of Spokane Falls Mr. Browne has labored with never failing intelligent zeal, and the present excellent condition of the public schools of the city is due in a large measure to his efforts.

Hon. W. H. Taylor, the subject of this sketch, is a native of Iowa, having spent the first half-score years of his life on a farm in the southwestern portion of that State. From there he moved to Kansas and was for a number of years engaged in the newspaper business in Leavenworth. His parents being in somewhat strained circumstances his education was self-acquired and he can truly be said to be a self-made man. At the age of twenty-six he visited Salt Lake City, Utah, and again embarked in the field of journalism, this time identifying himself with the Salt Lake Tribune. He was one of five owners of this powerful journal which from the very incipency of their control waged a fearless war against the regime of Mormons and the Mormon faith, necessarily indicating a strong support of the Federal Government and a bold approval of the administration of that day. Many times were both the staff and management of this paper in danger of their lives, the Mormon elders often threatening to suppress the paper by force, and each member being accompanied by a strong body guard. In the fall of 1883 Mr. Taylor moved to Spokane and the following spring engaged in the sale of agricultural implements which branch of industry he followed until last spring, at which time he embarked in the real estate business. During Mr. Taylor's residence in Spokane he has always been foremost in the improvements of the city and her surroundings. The only office to which he has aspired was that of Mayor, to which he was elected at last spring's election by a handsome majority over a very popular competitor. He has given universal satisfaction in this office, his mayoralty being spoken of with praise by all.

No more beautiful addition to Spokane has ever been placed on record than that of Cannon's Addition in the southwestern portion of the city. Many neat and several handsome cottages now grace this part of the Falls. None of them, however, are equaled by the elegant and palatial residence of Hon. A. M. Cannon. His residence is probably the most costly and handsome one in the city, and is on a site equally as beautiful as the dwelling.

The largest and most substantial structure in the city at present, is the Hyde Block, a splendid brick building 90x117, with basement and three stories. The block is well designed and would do credit to a city containing thousands where Spokane has hundreds. The owner of this property is Mr. E. B. Hyde, a young man of indomitable energy and business sagacity.

Spokane is ably represented by an energetic and reliable class of real estate dealers, among which is the pioneer firm of H. Bolster & Co. The firm is composed of men who are foremost in public and social affairs and always first to assist in town improvements. They enjoy a handsome trade, having secured the agency of many of the



SPOKANE FALLS.—A. M. CANNON'S BLOCK.

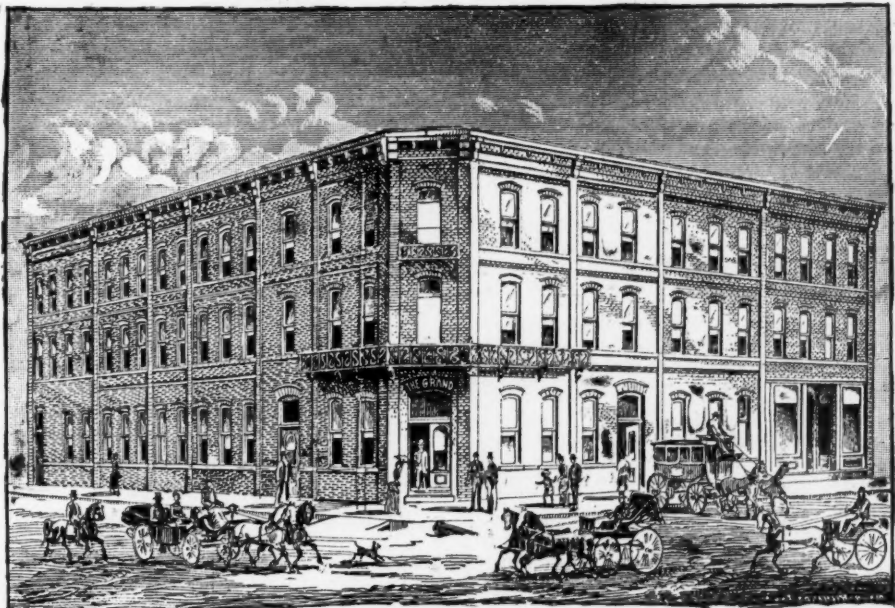
prominent additions to the city and an unlimited list of other properties.

In the early part of 1883, Mr. J. T. McCarther established himself in a real estate and investment agency in Spokane. He was among the first in that profession and was greatly aided by several years' experience in Fargo, Dakota. He has enjoyed a good business from the first, is sagacious and thoroughly conversant with both city and landed properties.

As all new, prosperous cities, Spokane has had a wonderful development of new business enterprises the past few months. The real estate circle has had a valuable acquisition in the person of the present Mayor, W. H. Taylor, and Tom E. Jefferson, the firm name being Taylor & Jefferson. Both are well known as men of ability, enterprise, means and integrity, and the effect of their labors is being justly awarded by success.

Probably no town in the West of the size and age of Spokane Falls can show a greater number of fine residences. Notably among them is that of Mayor W. H. Taylor, which ranks at least third in cost and is fully equal to the best in architectural design. This commodious residence is situated in the southern portion of the city overlooking the falls, the manufacturing center.

There are at present in the course of construction many artistic and elegant residences among which can properly be classed that of Tom E. Jefferson. This building is of the Queen Anne pattern, contains ten apartments, aside from the attic which is being fitted up as a billiard room. The cost of the residence will be about \$6,500. The site is very superior as it commands a perfect view of the whole city.



SPOKANE FALLS.—THE GRAND HOTEL.



SPOKANE FALLS.—J. J. BROWNE'S BLOCK.

The residents of Spokane challenge the world to produce a city that can boast of more beautiful building sites. The town is made up of a series of elevations or plateau running both to the north and to the south from the river. On one of these slightly elevations and on the very banks of the stream commanding a perfect view of the falls and rapids, is the handsome residence of Mr. A. A. Newbery. The house is no less attractive than the surroundings and forms a beautiful picture.

The plans are just being completed for a fine four-story block, 100x150, on the corner of the two principal streets, Howard and Riverside avenues. The corner will be occupied by a new banking house, under the management of Mr. Warren Hussey, and will run five stories and basement. The building is to be of Anderson pressed brick and Sand Point granite, and will probably be the finest structure erected the coming year. Work on the bank portion is now being rapidly pushed.

We find classed among the live real estate and insurance men the firm of Boyer & Kahlo. They are comparatively a new firm but have already clearly identified themselves with the interests and future growth of Spokane. Both are young men of energy and promise to do a handsome business in this line.

The Arlington is the name of the new three-story brick hotel opened up last spring. The structure is a neat but small house of seventy-five rooms. It is heated by steam and lighted by electricity throughout. The proprietors, S. T. Arthur & Co., are genial men, who thoroughly understand the wants of the traveling public.

The Grand Hotel is the name of the new and commodious house now building. It covers an area of 90x110 feet, three stories and a basement in height. When completed

the structure will be the second finest hotel in the Territory. Special care has been taken to make the hotel fully equal to the demands of the city. The rooms are quite large, the dining hall being 28x65, and an office 28x60. The entire building will be heated with steam and lighted with electric lights. Mr. J. N. Squier is the builder. The house will open about the middle of November under the able management of S. T. Arthur & Co.

While Spokane was in her infancy, Mr. A. A. Newbery was placed at that point in charge of the N. P. Railroad lands. He was a valued official and has made himself very popular in his dealings for the company. Last spring a company was formed known as A. A. Newbery & Co., composed of the former named gentleman, Mr. Lane C. Gilliam and W. S. Norman, both young men of energy and capital business qualifications. The firm is well calculated to do a successful real estate and investment business, owing to a superior knowledge of the enterprise, and a thorough acquaintance with the city and contiguous country.

One of the oldest established and most popular mercantile houses in Spokane is the music repository of George Brandt. For some years the people have looked to this house to supply them the standard organs and pianos, and the proprietor has therefore builded up a trade of goodly proportions and one paying a handsome dividend.

Root & Coons is the name of one of the latest firms embarking in the traffic of landed estates. The former gentleman was a well known Michigan banker, and the latter an enterprising real estate dealer of Duluth. They came well recommended and promise to control a large proportion of the commerce of this great Western branch of industry.

The year last past has noted a marked improvement in

the residence portion of Spokane, but nowhere has the number of fine residences been erected to compare with those on Pacific Avenue in the western portion of the city. Some ten dwellings have been constructed on this thoroughfare that would grace the Empire City, among them being the costly and elegant home of J. F. Wardner. The residence is erected in the most approved manner and is located on one of the most sightly spots in the city.

In our general mention we can only enumerate a few of Spokane's latest improvements. Among the most substantial we must, however, briefly call attention to the First National Bank Block. This structure is in design one of the handsomest of the city. It is on the corner of Riverside and Howard streets. The ground floor is elevated some five feet above the sidewalk. The entire front is glass and presents a striking appearance. Only a little over two years ago Spokane's business houses were included in a few frame shanties, each one keeping a meager stock of provisions or clothing. To-day she boasts of many handsome brick structures, both creditable to their builders and the city. The Wolverton Block on Riverside is among the number of late enterprises. It is a fine three-story building, 60x100, erected by W. M. Wolverton the past season.

Of the many new real estate and insurance firms in the city, none is starting off with more promise of success than Gough Fairman. Mr. Fairman is one of the young married men recently locating in the city. He is a man of good judgment and is rapidly commanding a business of enviable proportions by his great energy and close application to business.

Our sketches of two of the most important buildings in Spokane Falls, the Woolverton Block and the new Spokane National Bank Building, were lost in the mails between St. Paul and the engravers, office in Milwaukee. When the loss was known it was too late to have other sketches made for this number.

The appearance of this number of the *THE NORTHWEST* has been delayed for more than two weeks by the failure of the engraving firm of Crosseup & West, of Philadelphia, who made the cut of the Spokane Falls water power, to perform their work with reasonable promptness and in accordance with their promises. In the course of years of experience with many engraving concerns we have never had the misfortune to deal with one so dilatory and so careless of the interests of their customers.

A lady took her little boy to church for the first time Upon hearing the organ he was on his feet instantaneously "Sit down," said the mother. "I won't," he shouted, "I want to see the monkey."—*Religious Exchange*.

REMARKABLE LARIAT PRACTICE.

On last Wednesday Capt. Lew Williams, captain of the Shonkin round-up, was riding over the Shonkin range and on Flat Creek he came across a bunch of eight large gray wolf pups which were just about grown. He did not have either a knife or revolver, and was armed only with a pocket knife, but was determined to capture the outfit if he could. He was mounted on a splendid horse which he knew possessed good speed and great endurance, and he con-

their necks, he stabbed them to death with his pocket knife. The other two which he caught by the feet he killed with rocks. Captain Williams brought the eight scalps to town, for which he received a bounty of two dollars each. If there is any man in this or any other country who can equal this record in lasso practice we would like to hear from him. It required great skill and nerve to successfully accomplish such a feat, both of which Lew Williams possesses in a high degree.—*Fort Benton River Press*.

OPEN TO PEMBINA.

The Duluth & Manitoba branch of the Northern Pacific Railroad has just been completed and trains are now running to Pembina, Dakota, on the Manitoba boundary line. Connection is to be made at that place with the Provincial Government's Red River Valley road, which starts at Winnipeg, and runs to the boundary, as soon as the Manitoba authorities can raise the money necessary to complete their line. Independent of this connection the new road is an excellent feeder to the N. P. system, traversing, as it does, for its entire length, a magnificent wheat country. A sleeper leaving St. Paul at 4 p. m., arrives at Grand Forks next morning and at Pembina the same afternoon. We shall describe this new road more fully in a future number of *THE NORTHWEST*.

The building of a line of railroad from Spokane Falls, W. T., to Colville is a question of only another season. In six weeks we will be turning out silver bullion at the rate of nearly \$2,000 per day, which alone will stir up our business interests at a lively rate, supplying traffic sufficient to support a line of road, besides the surplus of hay and grain for export, which will amount to something like a million tons per annum, at a transportation rate of \$1 per ton, will net the handsome little dividend of \$1,000,000; a sum almost double the first cost of the road.—*Colville Miner*.



THE NORTHERN PACIFIC DEPOT AT SPOKANE FALLS.

cluded to use the lasso. He succeeded in throwing the rope around the necks of four out of the eight, singly, as they run. These he choked to death by putting his horse at a high rate of speed and dragging them over the ground. As fast as one was finished he singled out another and gave it chase. Four were caught by the feet and he had more difficulty in dispatching them, as they made fight. He had to dismount and fight them with his pocket knife and rocks. Two of them were caught by the fore feet, and as Captain Williams drew them up close enough to reach them with the heavy rocks with which he was trying to kill them they sprang at him. He was too quick for them, and by a dextrous twist of the lariat he threw each time on their backs and planting his foot on



SPOKANE FALLS.—THE HYDE BLOCK.

ON COEUR D'ALENE LAKE AND RIVER.

I know of no equal length of lake and river voyage in America quite as beautiful as the sixty-mile sail from Coeur d'Alene City, Idaho, to the old Jesuit mission. The first twenty miles is on the deep, green waters of the lake, with forest-clad mountain slopes, rising from the pebbly beaches, and distant peaks forming the blue horizon line. Then the steamer enters the Coeur d'Alene River and pursues its winding way for forty miles, through groves of pines and balsam trees, thickets of roses and blossoming prairies, gemmed with little lakes that mirror the mountain peaks. The placid stream has a lovely green color and is as regular in its width as though it had been excavated for a ship canal. From bank to bank the breadth is about 150 feet and the depth in mid-stream is thirty feet. To add to the canal-like appearance the banks are natural dikes, four or five feet higher than the prairies back of them, and suggest old tow-paths, overgrown with bushes. At some places the mountains rise abruptly from the riverside, but for most of the distance there is a strip of a mile or two of open, grassy plain between their feet and the stream. These prairies are favorite feeding grounds for deer. We saw a herd of five, led by a fine buck, go roving across the meadows, after staring for a few moments at the advancing stream. Tall, gray cranes waded in the ponds, flocks of teal scurried up the river as our boat rounded the bends, and we started eagles from their perches on the branches of trees overhanging the water.

The country is all wild, being a part of the Coeur d'Alene Indian Reservation. The Indians live on the western side of the lake, near the new De Smet Mission, but our stupid Government, always ignorant and blundering when dealing with western interests, still keeps settlers from going upon the land.

The old Mission Church, erected in 1847 by the late Father Ravalli, and the first Jesuit mission west of the Rocky Mountains in American territory, is still standing. Although built by Indian labor with no tools but axes and whip-saws, it has a stately columned facade in the Italian style. A venerable priest, old Father Joseph, cares for the church and for the souls of a few Indians who stop there on their hunting excursions east of the lake. The place is important since last January as the transfer point for freight and passengers from the boats of the Coeur d'Alene Railway & Navigation Company to the cars of the



ON THE COEUR D'ALENE RIVER, IDAHO.

narrow gauge railroad which runs to the silver mining district on the South Fork of the river. The company runs three steamers, the *Coeur d'Alene*, a strong, fast passenger boat, very comfortably appointed and commanded by Capt. Sanborn; the *Sher-*

of Northern Idaho. They can leave Spokane Falls in the morning, reach Coeur d'Alene City on a Northern Pacific train at eight o'clock, breakfast and dine on the boat and arrive by rail long before dark at either Wardner or Wallace, the principal towns of the silver belt. Then if they have time for a longer journey they can go over two ranges to Murray, the center of the gold belt, though glorious mountain scenery all the way. To visit all the principal silver and gold mines a week's time is required, but in four days one can get a very satisfactory glimpse of the region, spending a night each in Murray and Wardner. E. V. S.

THE COEUR D'ALENE RAILWAY & NAVIGATION CO.

Mr. D. C. Corbin, the projector and owner of the railroad and steamboat line running to the Coeur d'Alene district, in Northern Idaho, was requested lately, by the editor of THE NORTHWEST, in the course of a brief conversation had on a train, to give a few facts concerning the history of his enterprise. He replied:

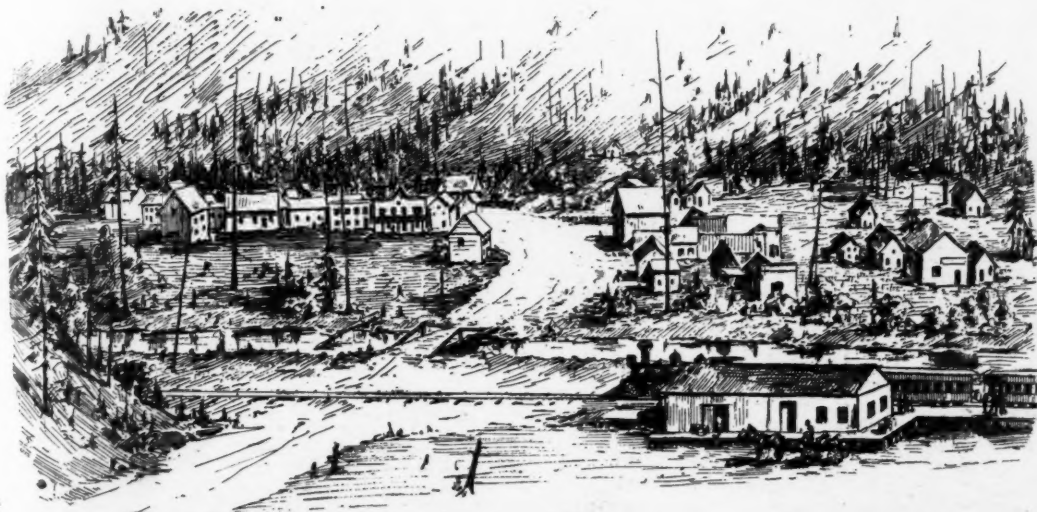
"Being one of the gentlemen who built the Helena Concentrating Company's mill at Wardner under contract with the Bunker Hill & Sullivan Mining Company to concentrate the ores of those mines, I visited the South Fork region in the summer of 1886 with the view of learning something of its resources. During my visit I became impressed with its future importance as a silver-lead producing region, and of the great necessity for transportation facilities, which were entirely lacking above the lake. There was possibly not then enough actual development to warrant the building of a railroad, but the three or four mines that were developed showed wonderfully large, regular veins of paying ore, and I determined to open a line of transportation, and at once organized a company and commenced work. The only available outlet was down the Lake Coeur d'Alene to a connection with the Northern Pacific R. R. An arrangement was made with that company whereby a branch fourteen miles long was constructed connecting the lake with the main line of the Northern Pacific. I then purchased the property of the Coeur d'Alene Steam Navigation & Transportation Co., which I have since greatly increased by the addition of new boats, barges, etc.—a line running from the foot of the lake to Old Mission, at the



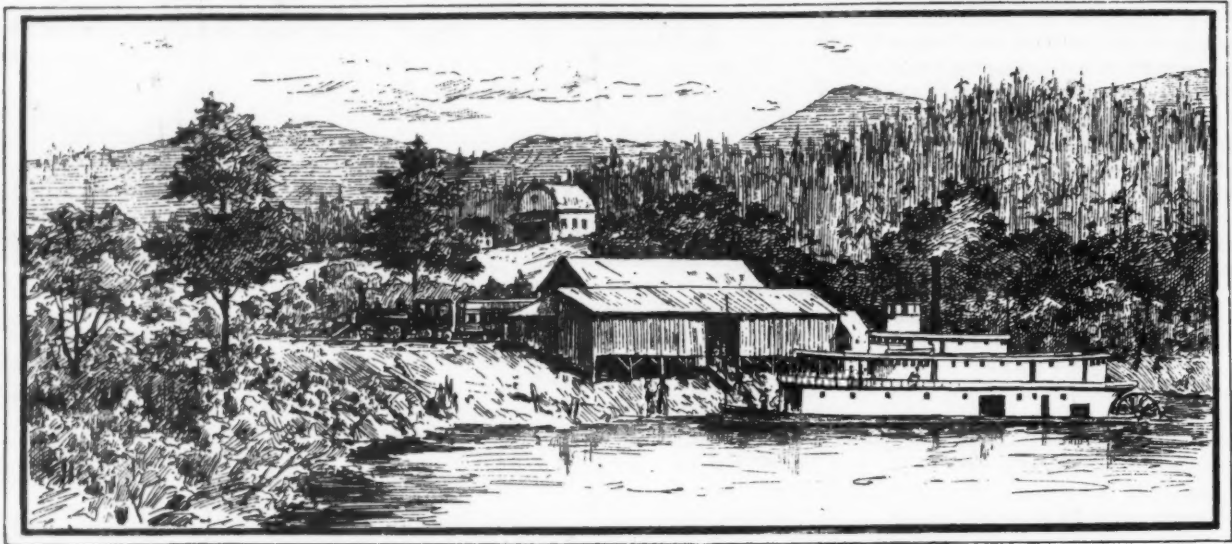
A COEUR D'ALENE LANDSCAPE.

man, a small boat for towing barges, and a new boat now building of extraordinary power, which will keep a channel open through the ice all winter.

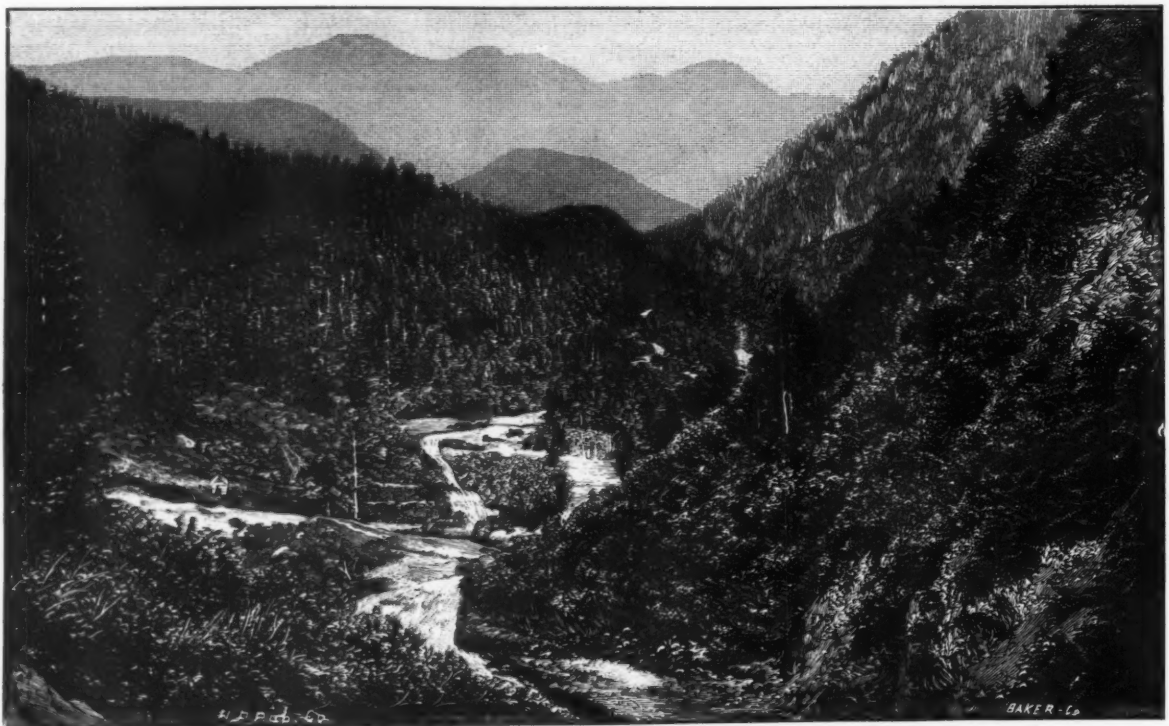
To tourists who are willing to leave the beaten tracks of travel I can heartily recommend the Coeur d'Alene voyage through the pleasant mountain-land



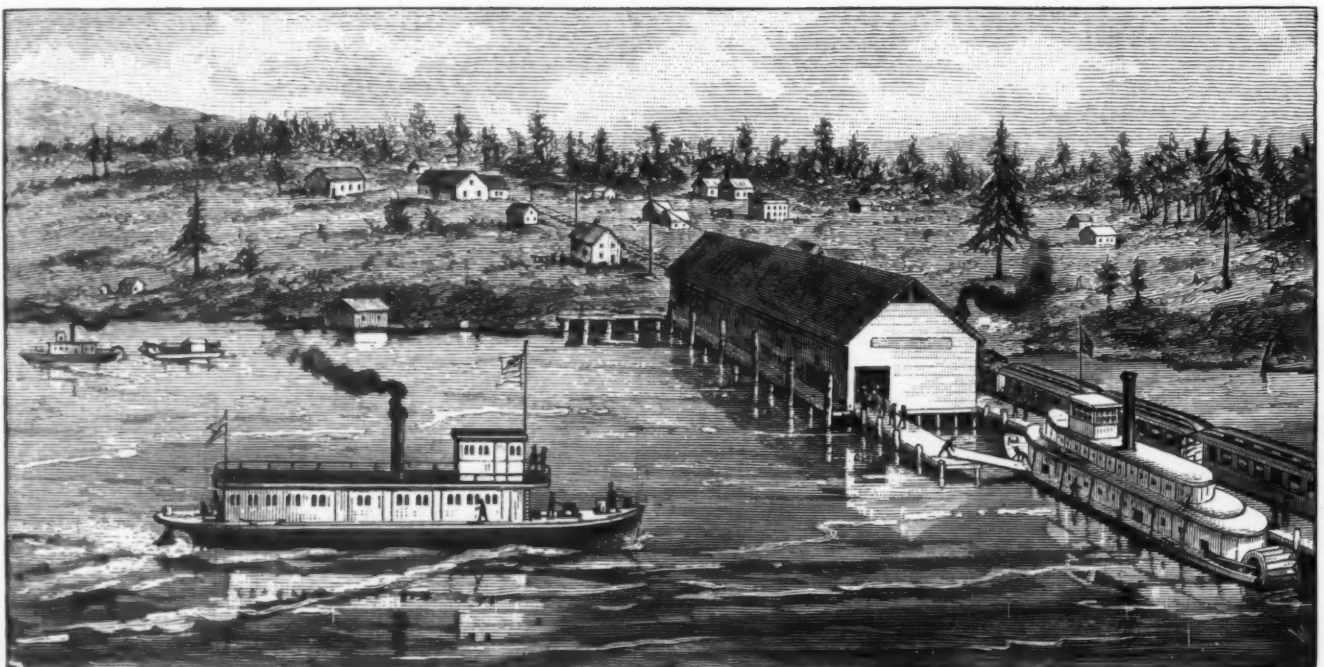
VIEW OF WALLACE, IDAHO.—PRESENT TERMINUS OF THE COEUR D'ALENE RAILWAY & NAVIGATION CO.'S LINE.



THE OLD MISSION, COEUR D'ALENE RIVER.



IN THE COEUR D'ALENE MOUNTAINS.



STEAMBOAT LANDING AT COEUR D'ALENE CITY OF THE COEUR D'ALENE RAILWAY & NAVIGATION CO.

head of navigation, on the Cœur d'Alene River, and from the latter point commenced the construction of my road up the South Fork to the mining towns of Wardner, Osborne, (Murray Junction) Wallace, Burke and Mullan. It is now in operation to Wallace, twenty-seven miles above Old Mission, and will be completed to Burke, seven miles further, by November 1st, at which point are located the Tiger and Poorman mines, both great properties.

It will take some time to fully develop the country. Time and money are necessary in the development of all quartz mining camps, but the mines are there and the "Cœur d'Alenes" is going to be one of the great producing mining districts of the country. I am entirely satisfied with my judgment in inaugurating the enterprise."

The above is Mr. Corbin's brief and business-like statement. To it should be added, in justice to his enterprise, that the whole development of the remarkably rich silver belt of the Cœur d'Alene country is due to his transportation line. He deserves much credit for his energy and activity, and for his willingness to risk a large sum of money in a project which old and strong railway companies like the Northern Pacific and the O. R. & N., hesitated to undertake. He had faith in the South Fork silver region and was ready to risk a fortune on his belief in its value.

COEUR D'ALENE MINING MATTERS.

THE CARBON DISTRICT.—Leaving the wagon road at "Red's" place, a trail about two miles leads up to Carbon Center, a place of about a half dozen families, but the diverging point for the mines of this, the Carbon district. A number of gulches here terminate, up each of which are numerous prospects, and some of the finest showings of mineral found in the Cœur d'Alene district, of which the famous Sun Set and Silver Tip undoubtedly take the lead. On the surface there is a belt of galena that can be followed for nearly a mile and with a pick can at any point be opened up showing a bright cube galena of a good grade and in seeming exhaustless quantities. The greatest amount of work done on any of the prospects in the district is on the "Carlisle," where two drifts have been run on the vein matter, which upon cross-cutting at a depth of about 200 feet shows an eighteen-foot vein, carrying a large amount of good ore. This district has not at present either wagon or rail outlet as it is situated a short distance out of the line of travel, between the South Fork and the Murray districts, but in the near future roads will be run into it and an immense quantity of ore will be ready for shipment. The town-site of Carbon is beautifully situated in the Valley of the Beaver, and it will undoubtedly be the local center for the output of the mines in the vicinity where a concentrator will be located to handle the ore.

WALLACE.—This is a new town on the South Fork of the Cœur d'Alene River and is the present terminus of the Corbin narrow guage railroad, which begins at the Cœur d'Alene Mission, twenty-eight miles below.

The town-site is a little level valley into which three gulches open, and it is the mines in these gulches that support the town, chief among them being the Tiger and Poorman, on Canyon Creek. Wallace has already a newspaper, the *Free Press*, two hotels and four merchandise stores. The great forest-fires of

narrow Wardner Gulch widens out into a broad, level valley, favorable for building purposes. Mr. Kellogg, in whose honor the town has been re-christened, is about to erect a \$30,000 hotel, which will meet a much needed want for a large and comfortable headquarters for mining men from the entire South Fork region. An inclined plane railroad to bring ores down from the mountains back of Wardner, for concentrating at Kellogg, is a practical project likely soon to be carried out. At Kellogg live several of the men who have large mining interests in the vicinity.

THE MISSION.—The Cœur d'Alene Railway & Navigation Company's boats land their freight and passengers here for transfer to the railroad. When the Indian title to the land east of the lake is extinguished an important town will grow up at this point. At present there is only a small hotel, the railway buildings, and the warehouse and wharf, and these exist by sufferance of the Indians.

A NEVADA GRASS THAT GROWS WITHOUT WATER.

Everybody has been noticing for the past month a new grass, which has but recently made its appearance in this State, says the *Carson Appeal*. It appears to be spreading everywhere, and grows luxuriantly without water.

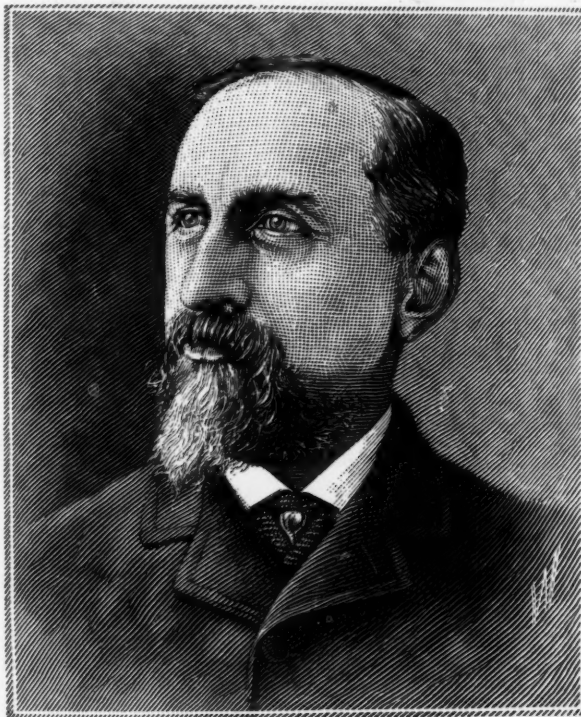
Mr. Woods, the aboriculturist, who is good authority on such matters, says that it is genuine blue joint, and that its appearance in Nevada is of more importance to this State than the discovery of another Comstock. It is a grass whose large heavy seeds are closely allied to grain, while its chemical constituents are of the most nutritious character. The stalk grows three or four feet high, and instead of being hollow, like wheat or rye, the stalk is almost solid. The roots penetrate deeply into the ground, and will find moisture to live on where other grasses will wither. It is a most symmetrical and beautiful grass to the eye, with a compact head and no superfluous beards. Its fattening qualities are unsurpassed, and horses and cattle eat every portion of it.

Mr. Wood says that he has noticed wherever it has gained a foothold it drives out the thickest grass. The *Appeal* is not quite sure that this claim of its good qualities can be substantiated, and it will probably take another season to fully decide this question.

The grass is a rapid seeder, and there is no reason why the sage-brush land will not in a few years be turned into vast fields of this grass. There is hardly an acre of land in the country where it cannot now be found, and two years ago there was not a spear in sight here.

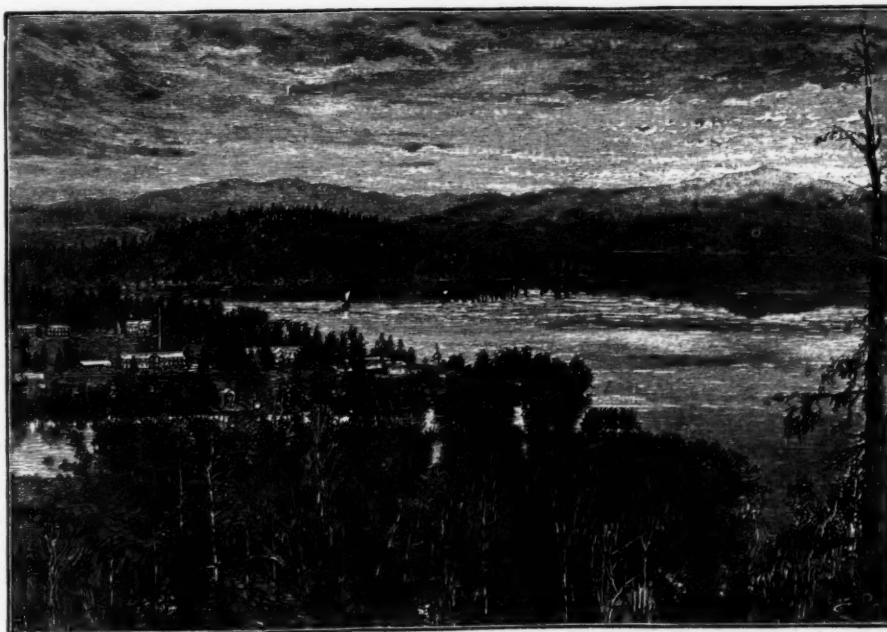
THE NORTHWEST for September writes up and illustrates Helena, Montana. The fine blocks, residences,

and public buildings are shown to great advantage. The whole of Montana's capital in fact, looks and reads well in the article. Editor Smalley visited there before the railroad, and since, and describes all like one who is posted and knows how.—*Jamestown (Dak.) Alert*.



D. C. CORBIN, PRESIDENT COEUR D'ALENE RAILWAY & NAVIGATION CO

1878 burned off most of the timber from the neighboring mountain slopes, and the country looks much more open and sunny than most of the great Cœur d'Alene wilderness. Wallace has prospects of becoming a large town, when the numerous good prospects surrounding it are developed. A branch of the railroad is graded up Canyon Creek to Burke, near the Tiger and Poorman mines, and will be completed



A GLIMPSE OF LAKE COEUR D'ALENE FROM FORT SHERMAN.

this fall. The main line will probably be extended to Mullan next year.

KELLOGG.—Midway between Wardner Junction and Wardner, and about a mile from either, is the town of Kellogg, formerly called Milo. Here the

CŒUR D'ALENE GOLD BELT.

A Visit to Murray, the Principal Town of the Gold Mines.

In the early days of the Cœur d'Alene gold excitement I went to the new Pritchard Creek diggings, leading a sore-backed horse over the lonesome forest trail from Thompson's Falls. Murray was then a double row of log huts, strung along a street from which the stumps of the trees had not been removed. No wagon road had been made and all provisions were brought in on the backs of pack mules, either from the railroad, forty miles distant, across a high range of mountains, or from the nearer river, up which boats were poled and towed by man-power. There was not a bedstead in the camp, and the chairs were empty cracker-boxes; but it was a lively, hopeful place, where chunks of gold were taken from the gravel, and the chink of coin on the faro table reminded the miners of old times in California. My

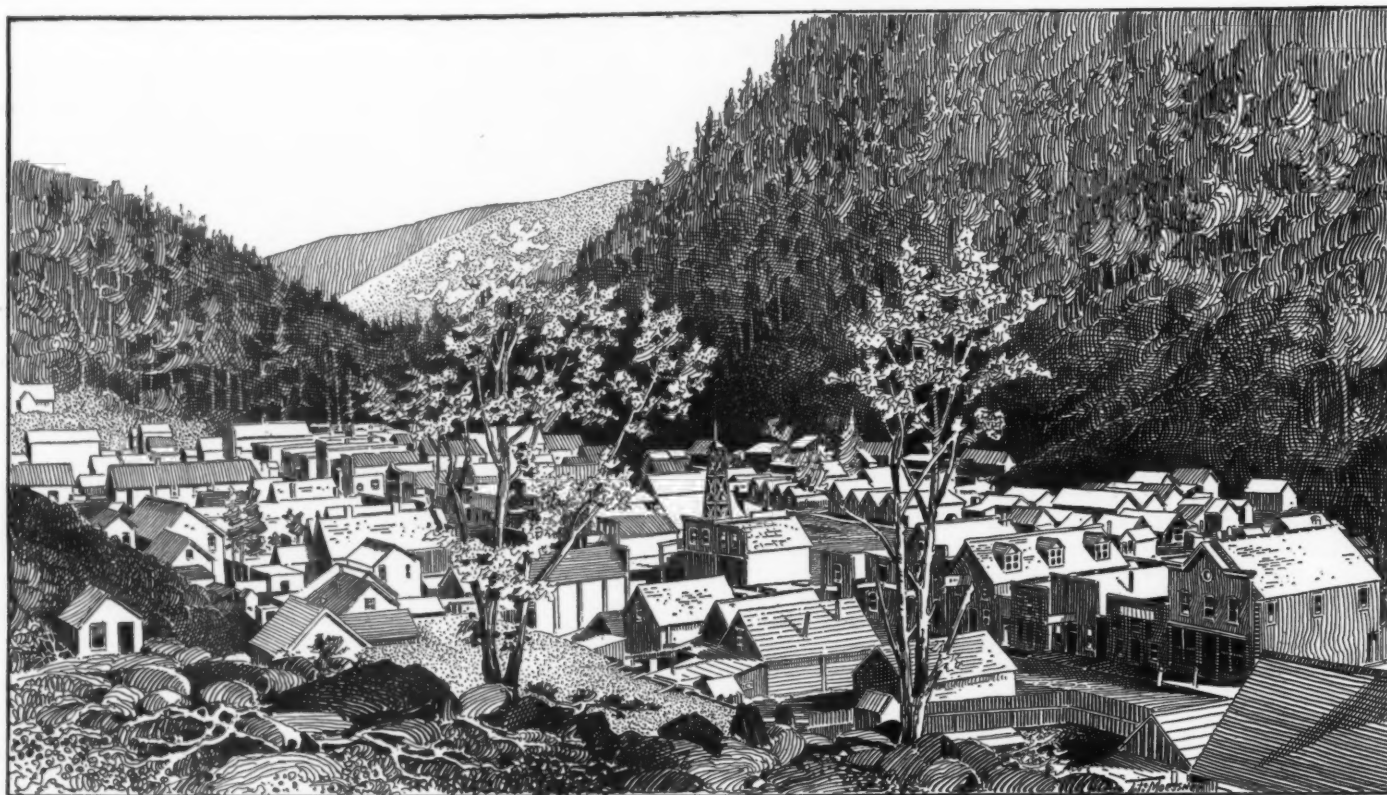
Above and below the town are quartz mills and arastras and the huge gravel piles of the placer diggings. Murray is built on gold, literally as well as figuratively, for not only does it depend solely on gold-mining for its existence, but the whole gulch where its buildings stand is rich placer ground.

The drive to Murray from Osborne, over two ranges of mountains, is an exhilarating experience. One could wish for a more comfortable conveyance than the clumsy, exaggerated buck-board, which makes the passengers feel like pop-corn on a hot stove whenever it goes over a stony stretch of road, but this rude and bumptious vehicle must be a sovereign remedy for dyspepsia and torpid liver. I can testify to its merits as an appetizer, for, when, after a nine-miles dose, a halt was made at the half-way supper station, it seemed as if victuals never tasted so good. The victuals were excellent, too, apart from the phenomenal appetites of the stage passengers. There was tender beef, fried potatoes, crisp and brown, a big bowl of cottage cheese deluged with cream, peaches and cream, coffee with cream, and delicious

mountain, and to bring a four-horse team around the sharp turns in darkness so dense that the leaders could not be seen, was a feat of skillful driving for which the young man who steered that terrible buck-board deserves a medal. It was nine o'clock when, thumping over the boulders of old placer diggings, we entered the main street of Murray. As the artist and the writer crawled up to bed at the Louisville Hotel, every muscle sore and every joint aching, they agreed that the experience was worth having for once, but that as a regular means of locomotion a railroad was good enough for them.

For the following interesting facts concerning the output of the Cœur d'Alene gold district I am indebted to the *Murray Sun*, the pioneer newspaper of the camp, established in 1884, by Adam Aulbach, and still published by him;—(and this reminds me that when I first visited Murray, Mr. Aulbach was setting up his printing office, having brought his type and presses over the mountains on mule-back.)

"There are those who believe that the gold placer product of this camp does not cut an important figure



GENERAL VIEW OF MURRAY, IDAHO.

companion was F. J. Haynes, the adventurous Fargo photographer, who has pictured the whole Northwest with his camera as fast as civilization advanced. When we entered the town the funeral of a murdered man was moving up the main street and I was reminded of John Phenix's description of life in an Arizona camp:

"All round the streets of the town are heard the sweet notes of the pistol
And the pleasant shrieks of the victim as he's being shot through the gizzard."

A little more than three years have passed and I came again to the Cœur d'Alene gold district; this time on a well-graded mountain road from the narrow gauge railroad station at Osborne, on the South Fork, and found a snug, neat, orderly town, with a broad, smooth, business street, a court-house, a public school, two newspapers, one daily and one tri-weekly, a bank, water-works, telegraph and telephone lines, and a general look of established prosperity. The steep mountain sides have been partially cleared of timber so that the sun has a chance to shine down in the deep valley for a few hours out of the twenty-four.

light biscuits. The stage passengers were enthusiastic, and when paying their fifty cents apiece with cheerful alacrity, expressed the opinion that it was the best meal they had eaten in Idaho.

It was nearly dark, when rattling and bouncing down Beaver Creek, we came to the mining village of Delta at the mouth of Trail Creek, where are the richest placers in the Cœur d'Alene country. There was to be a dance that evening, and as we drove through the forest up Trail Creek we got fleeting pictures of toilet-making through the uncurtained windows of log cabins. On the mountain night closed in, and the tall pines towering up into the starlight out of the blackness of the forest depths, seemed of prodigious height. Occasionally a shout from the obscurity ahead warned our driver that some horse-man, on his way to the merry-making at Delta, was holding his beast on the perilous verge of a precipice to get out of the way of the stage. The descent to Pritchard Creek Valley was a thrilling bit of stage travel—the road, steep enough to scare an old traveler when traversed by daylight, made a zig-zag down the

in the supply of the country, but this is no doubt owing to the fact that the output of the various mines is generally withheld. While the exact amount taken out of Pritchard Creek and its tributaries, the old wash, and Trail Creek and its tributaries can not be obtained, we are able to make a close estimate from the figures obtainable. The Bank of Murray has purchased, since the summer of 1884 up to the present time, 35,016 ounces, which reduced to coin represents \$600,000. Prior to the bank's purchases and for several months afterward, Ainsworth, Hawkins & Co. of Eagle and Murray bought \$300,000. The Dream Gulch company are reported to have shipped out about \$50,000, and other claim owners an aggregate of fully \$100,000. This would make a total of \$1,050,000. R. Mackenzie has also been buying gold, and his purchases may be figured up to \$100,000, which added to the above makes an output for the three years of \$1,150,000. When we take into consideration the small amount of work done under the most discouraging circumstances possible, we think we may justly claim to have a very rich camp. But the vast

stretch of placer country has been scarcely touched. So far this year, although but few of our placer miners have been at work, the Bank of Murray has alone purchased 5,386 ounces of gold, representing a value of \$91,569. There are still four good working months left, and there has been a perceptible placer revival. The placer output for 1887 will make a respectable showing, and will reach about \$150,000.

From Otis H. Cuiver, editor of the *Cœur d'Alene Record*, I obtain the following facts concerning the mines of the gold district of which Murray is the central town:

THE PLACER MINES.

The principal placer mines on Pritchard Creek are the Simms Consolidated, the Rockford, the Butte, the Widow, the Last Chance, the Pacific, the Ives, the Wolfe, the O. K., the Gelatt and the Grove. On the side gulches, opening into the old channel of the creek, are the most productive properties thus far worked. The mines on these gulches are the Reeder-Cougar, Gold Run, Alder, Buckskin, Dry, Missoula and Dream. On the steep side-hill, overlooking the Pritchard Creek Valley, on what is known as the old channel, are many rich claims, whose full development must wait the completion of a flume to afford water supply. Some profitable mining with scanty water has been done on the Badger, Vestal Consolidated, Arizona and ten or twelve other claims. The flume, now constructing will be twenty-two miles long and costs \$5,000 per mile. It will make practicable hydraulic operations on gravel banks twenty to seventy-five feet high, extending nearly the entire length of Pritchard Creek.

On Trail Creek, about six miles from Murray are placers which have produced to date about \$200,000, the principal mines being the Myrtle, McCauley, Nickerson, Horseshoe, Miller and Black Hills. The lateral gulches coming into Trail Creek, the Placer, Potosi, and American, have produced to date about \$75,000. The Beaver and Potosi Ditch Co., owners of the Black Hills claim, have expended about \$100,000 on flumes, ditches and hydraulic apparatus.

From Eagle Creek, into which Pritchard Creek flows, six miles below Murray, about \$50,000 in placer gold has been taken.

The Bed Rock Flume Co., which intends to wash out the whole of Pritchard Creek gulch, has expended about \$70,000, and is at present in a comatose condition. The scheme is sound, but it requires more capital and more practical energy to carry it out than the company appears to possess.

THE QUARTZ MINES.

The Idaho Company owns thirteen claims, one and one-half miles from Murray. About \$250,000 has been expended in development work and erection of machinery. A 50-stamp mill is nearly completed. This property is owned by Louisville capitalists and includes an immense body of low grade quartz. The Golden Chest, two miles from Murray, has a ten-stamp mill soon to be moved and capacity doubled. This was the first quartz mill built in the *Cœur d'Alenes*. An idea of the value of the quartz may be

gained from the fact that during the first six months that mill was run—only five-stamps most of the time—the product was \$90,000. This is also a Louisville company.

The Golden King has nine claims and a ten-stamp mill, which the company contemplate rebuilding, substituting water for steam power. They are likely also to erect hoisting works, and proceed with development of property on an extensive scale. The mines and works are two and one-half miles below Murray, and are owned by a Louisville company.

The Ophir Hill properties, consist of six claims, owned by three companies of miners—called respectively the Mother Lode, Accident and Treasure Box. These claims are located three-fourths of a mile above Murray. There are arastras on each property. The quartz averages about \$50 per ton in free gold, and fully as much more in gold sulphurets.

The Kincannon Mine and arastra is five miles above Murray.

The Buckeye group is located one and one-half miles from Murray, at the head of Dream Gulch. It comprises nine claims—principal ones being the Buckeye, Jim Blaine and Homestake. The principal lead owner, Frank Reed, has done more work than any other one man or small company in *Cœur d'Alene*. With a hand mortar he has pounded nearly enough from his quartz to defray the expense of his operations.

The Dickens, one mile from Murray, is one of the most promising of recent finds. It is a very large body of quartz.

In Pony Gulch, eight miles from Murray, and two and one-half from Delta, are numerous good properties. The principal one is the Fay Templeton, on which a stamp-mill is to be erected this fall. Other properties near by in same gulch are the Mammoth, Honduras, Jim Blaine, Cleveland and Hendricks.

There is a rich and extensive galena district, ten miles by trail from Murray, at the head of Beaver Creek. On Sunset peak, 6,600 feet high are two mines Sunset and Big Bug—which were purchased by J. K. and W. A. Clark, of Butte, for \$27,000.

While in Murray, Mr. Hussey, cashier of the bank, showed me the last clean up from Buckskin Gulch, brought in the day before. It consisted of thirty pounds of pure gold, in pieces from the size of a pin head to that of a chestnut. The value of the glittering yellow pile was over \$5,000. This property, consisting of twenty acres, has recently changed hands, after having paid its old owners over \$100,000. Buckskin has the honor of having produced the largest nugget yet found in the *Cœur d'Alenes*. It weighed thirty-three ounces.

The Bank of Murray has an interesting collection of nuggets, ranging in weight from five to twenty-nine ounces, which the cashier kindly hands out in a copper pan for the visitor's inspection. The big yellow chunks make a miner's eyes glisten and other people, who never felt the thrill of exultation a miner experiences when he finds a big yellow chunk in his sluice box, are not insensible to the charms of this display of the fascinating metal.

E. V. S.



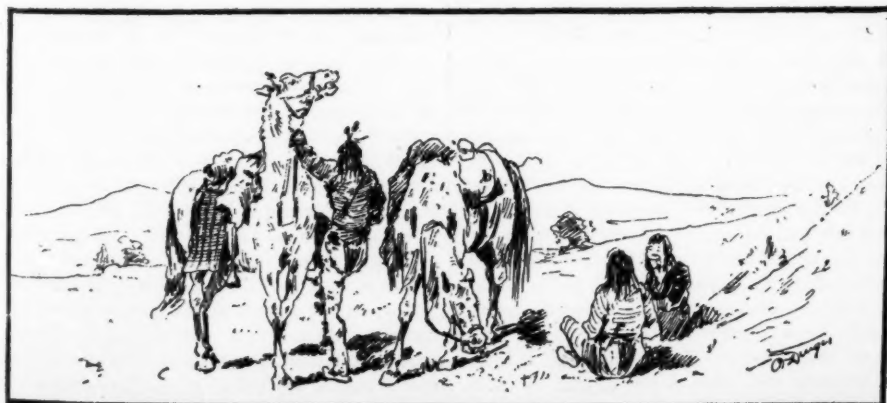
W. L. BLOSSOM, OF MURRAY, IDAHO.

CŒUR D'ALENE PERSONAL NOTES.

Among the early pioneers of the coast was N. S. Kellogg, a Californian, and a carpenter by trade. He settled at Roseburg, Oregon, while both the town and the country were in their incipency and for years made that his home. He was noted for his energy as well as his sobriety, but a series of unfortunate circumstances left him and his family in quite a needy condition. He resolved to seek his fortune in the *Cœur d'Alene* Mines and arrived at Murray in the spring of 1884. On his arrival, however, another obstacle confronted him. He had no means to procure the necessary tools for prospecting and sufficient provisions. He was not long in making the acquaintance of Dr. J. T. Cooper and Mr. O. E. Peck who "grub-staked" him. The balance of that year and the succeeding one up to September 9th was spent in a fruitless search and an uneventful period of privation, when he found the famous Bunker Hill. The discovery was made by his faithful donkey pawing up some fine galena capping in a futile effort to secure some herbs from under the snow on the mountain side. The donkey is to-day almost as much celebrated as the mine. This mine has made several men independently wealthy and given conclusive proof of the rich deposit of the *Cœur d'Alenes*. Mr. Kellogg is not idle. He still owns an interest in the Bunker Hill, is improving many other later finds and owns considerable real estate. The mines need more such energetic and pushing men as N. S. Kellogg for their future welfare.

W. L. Blossom, a leading merchant of Murray, whose portrait appears in this magazine, was born in Milwaukee in 1862 and came west in 1884, going into the grocery business as a member of the firm of Bean & Blossom. Shortly after he removed to the *Cœur d'Alene* district, and started, first at Eagle and then at Murray, the general merchandise house of Wardner & Blossom. The firm is now W. L. Blossom & Co., and owns the largest stock in the region. Mr. Blossom is interested in several valuable mining prospects, The Croesus and Lucky Boy claims, between Belknap and Murray, have the largest surface showing of galena ore of any claims in the region. Besides these properties, Mr. Blossom is interested in the Independence and Sherman, on the same lead as the successful Hunter Mine.

A. P. Sharpstein, who is established in Wardner as an attorney and mining broker, is a son of Judge B. L. Sharpstein, of the Supreme Court of California. In 1884 he was the commissioner from Washington Territory to the World's Fair at New Orleans. Mr. Sharpstein is thoroughly conversant with the resources of Washington Ter. and Idaho



CŒUR D'ALENE INDIANS.

CŒUR D'ALENE SILVER BELT.

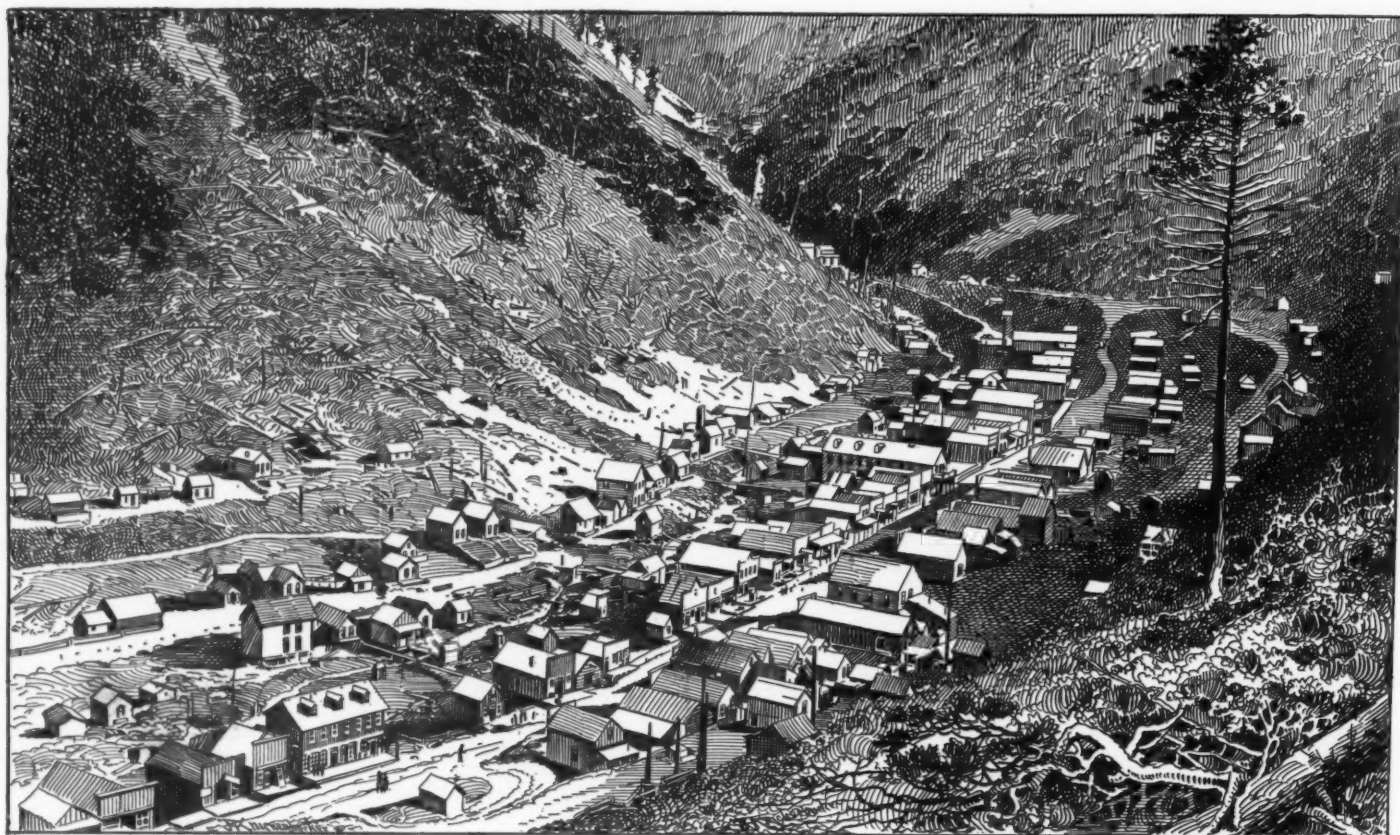
The Mines and Mining Towns of the South Fork Region.

In a short space of time, less than a year and a half, what a change has come over this land. In the winter of '85-'86, dreary silence reigned supreme in the steep-sloped narrow canyon, whose sides and bottom were strewn with a matted work of partly burned and dried fallen trees, to such an extent that it was slow and tedious work to climb about; now all is life, bustle and noise, with a brisk mountain-mining camp in full blast. A string of buildings on each side of a narrow street that follows the serpentine course of the deep canyon, nearly a mile in length, and rows of cabins and small houses beginning to climb the almost abrupt mountain sides, containing about 2,000 souls, is what the town is composed of. It is already looked upon as an every day matter-of-fact town. Men

establishment; and the hardware firms of Daniel Fitch & Co. and J. H. Boyd & Co. and numerous other places.

Mind, all this has been built up in a rough and rugged new country, in the heart of the mountains, eighty miles from any settled or farming community although farms have recently been taken up all along the level, meadowy bottom of the South Fork, on which hay, potatoes and all kinds of vegetables are raised in abundance. There has been nothing to "back" the camp (to use the customary western phrase), except the hope of the prospected mines in the immediate vicinity turning out well, and that point is now considered settled beyond a doubt. Along the whole length of the gulch carpenters are still busy at work putting up buildings as fast as lumber can be procured and many teams are coming and going with ore and freight to and from the railroad station. The citizens are now taking steps to organize a town and to procure a patent for the townsite from the government.

1886, were purchased, with other fractions, water rights, concentrating works, etc., the first part of this year, by S. G. Reed and others of Portland, Oregon, for \$1,500,000. The two mines are now opened with over 3,500 feet of workings showing 275,000 tons of ore in sight, have over 18,000 tons of ore on their dumps and have worked 6,500 tons, which averages, at the least, \$80 per ton. The company have a fifty-ton capacity concentrator (described in THE NORTHWEST last year) situated between the two mines, through which is worked sixty-five tons of crude ore daily, producing twenty tons of concentrates, worth all of \$200 a ton. The exact assay value of the ore cannot be ascertained from the managers, but it is understood that the crude ore will average forty ounces silver and fifty per cent. lead to the ton. The approximate values are obtained by figuring silver at \$1 an ounce and lead at four cents per pound. The concentrator has just been enlarged to a capacity of 100 tons. The company are making arrangements to build a 200 or 300 ton capacity concentrator at the mouth of Milo



GENERAL VIEW OF WARDNER, IDAHO.

have died and been buried here; new sprouts of beings have come to life, people have been joined in wedlock. Every business customary in mining camps is well represented. The town has good water works, a fire company, four hotels, two banks—the Bank of Murray and the Bank of Wardner—and a half a dozen of the banks of Faro—a tri-weekly newspaper, the *Wardner News*, published by W. E. McKelvey, an N. P. express office, post office, a railroad within one and a half miles, two telephone lines, one to Murray, Idaho, and Thompson Falls, Montana, the other to Cœur d'Alene City, Idaho, and Spokane Falls, W. T. Preparations are being made for an electric light, two breweries, a soda water manufactory, and express and stage lines. All other branches of business are well represented. Among the business houses are the general merchandise stores of Gove & Crane, the first house of the kind started in town; C. W. Vedder & Co., who have also a branch house at Wardner Junction; and V. W. Sander, the dry goods and clothing house of Henry Bloch; the Cœur d'Alene Drug Co.'s

THE MINERAL OUTLOOK.

Nothing was done towards developing the prospects discovered hereabouts in the fall and winter of '85-'86, until after the snow went off in the spring of '86, not much over a year ago, and there is now on the principal good showing prospects in the district nearly two miles of open work, tunnels, shafts, winzes, drifts, etc., showing up millions of tons of paying silver-lead ore; and on the dumps of the mines, awaiting to be worked and shipped are over 20,000 tons of ore. At least 7,000 tons of ore have been shipped within the twelve months, and with the present development of the mines 1,000 tons can be produced daily. Mining property and appurtenances thereto has changed hands to the amount of over two and a half million dollars, and town lots in the town of Wardner have risen in price from \$20 and \$30 to \$2,000 and \$3,000. The Bank of Murray purchased a vacant, ungraded lot last month for \$3,000.

It is no news that the Bunker Hill and Sullivan mines, the first discovered in the district by N. S. Kellogg, Phil O'Rourke and Con Sullivan, Sept. 12,

Gulch, on the South Fork River, about a mile below the mines, at the town of Milo, recently christened Kellogg.

The company working these two mines is incorporated as the Bunker Hill & Sullivan Mining and Concentrating Co., with Jas. F. Wardner as General Manager. Jim Wardner, as he is familiarly called, who had many ups and downs in mining in the Black Hills country, is deserving of some credit for taking hold of these two mines before they were developed, and making of them, in so short a time, what they are to-day. Other officers at the works are: Frank Jenkins, Mining Superintendent, Robert Cheyne, Mill Superintendent, and C. M. Bryant, Assayer. The diagram on the next page will plainly give an idea of the lay of the principal locations in this vicinity.

The gulches are about a mile in length; nearly a mile apart and open into the narrow mountain valley of the South Fork. The dotted line shows the presumed center line of the vein or mineral zone—as it is termed by Prof. J. E. Clayton—which is from 80 to 300 feet in width, extending about northwest

southeast and dipping about half pitch to the southwest on Milo and Deadwood gulches. On Government Gulch it straightens almost to perpendicular. All full sized locations are 1,500 feet long and 300 feet wide. The locations shown are the present principal ones on the vein; there are numerous other fractional locations and parallel ones along the belt, many of which will undoubtedly make paying mines when developed. The ore contained in the vein is principally sulphide, concentrating galena, averaging about forty ounces silver and fifty per cent lead to the ton, lying in the vein matter in stratas and seams from three to eighty feet thick, with here and there bunches of gray-copper, chlorides and carbonates that assay up in thousands in silver. The country rock or formation is principally quartzite and porphyritic slate with the vein matter mostly heavily iron capped.

The vein, which has been located some five miles, shows up as well where it has been opened up on locations furthest west, as it does in the Sullivan and Bunker Hill mines. Development of prospects along its entire length have surpassed anticipations by their extent and richness. In the southeast direction from the Sullivan the vein apparently runs into a high peak or ridge; but is more heavily capped with iron-croppings, so that it will require expensive work in the way of long tunnels or deep shafts to reach the ore body. It is presumed by some that the ore body is in a more compact form and of a greater extent on the southeast end of the vein than on the northwest. The gulches on the east do not extend back far enough into the range to cut the vein.

IMPORTANT MINES.

The Lakawanna is owned by Scott McDonald and Mike McHale, and is opened up by a seventy-foot tunnel, which shows a good body of ore.

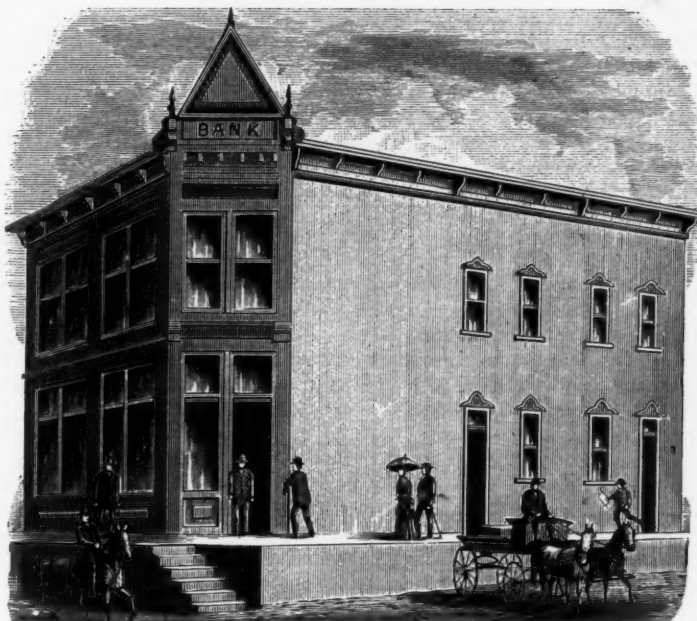
The Homestake owned by Dutch Jake, Alex Monk, Phil O'Rourke, Lew Larson and Bob Horn, has a thirty foot tunnel and a ten-foot shaft both in ore.

The Richmond, B. Goldsmith, Van B. DeLashmutt and S. G. Reed, of Portland, owners, is opened by a 300-foot shaft, showing a good body of galena ore.

The Stemwinder, adjoining the Bunker Hill, was bought Feb., '87, of Jim Smith, Chas. Tyler



KELLOGG.—THE KELLOGG HOUSE.



WARDNER.—THE BANK OF MURRAY.

and Sandy Devine, by Van B. De Lashmutt and others of Portland, Oregon, for \$40,000, before there was much development work done. The mine has been stocked and put on the Portland stock boards. Geo. B. McAuley, Superintendent, has opened the property by 300 feet of tunneling, showing 100 feet of vein matter through which extends three four-foot stratas of solid galena; over 300 tons of ore are now in the dump. The president of the company, De Lashmutt is now here making arrangements to begin building a 100-ton capacity concentrator at the mouth of the gulch and a wire-rope bucket tramway to carry ore from the mine to the mill.

The Emma and Last Chance, both of which are owned by John M. Burke, Mike Carlin and M. Flaherty, of Wardner, and Louis Goldsmith, of New York City, have each about fifty feet of open work done on them showing good bodies of ore. Applications for

patents are being made for both of the mines.

The Tyler was purchased Aug., '86 from the original locators, the parties that sold the Stemwinder, for the sum of \$6,000, by W. B. Honeyman and associates of Portland, Or. The location has been opened up, under the supervision of Mining Superintendent Jas. Crown, from plans made by W. N. Morphy, by over 1,000 feet of tunnels, crosscuts, side-drifts and winzes, all done in good mining shape through which the bodies of ore can be readily and cheaply extracted. At the end of the upper tunnel a winze has been sunk 80 feet on the dip of the vein, and will be continued to the depth of 200 feet, then a tunnel will be run in to top that level. The vein at this mine is from 200 to 300 feet wide in which is a body of solid galena ore 60 feet wide. Over 500 tons of ore are now on the dump and 100 tons daily can be taken out with present openings. W. B. Honeyman, President of the company, is now making arrangements to erect hoisting and pumping machinery on the mine and a 50 or 100-ton concentrator, at the mouth of Milo Gulch. The company is making application for a patent.

The Viola, is owned and being developed by the Wardner Milling & Mining Co.,—W. W. Baker, President; Willis Sweet, Vice-President; H. W. Baker, Secretary; Geo. B. McAuley, Treasurer and Superintendent; and Frank White, Thos. F. Wilson, W.

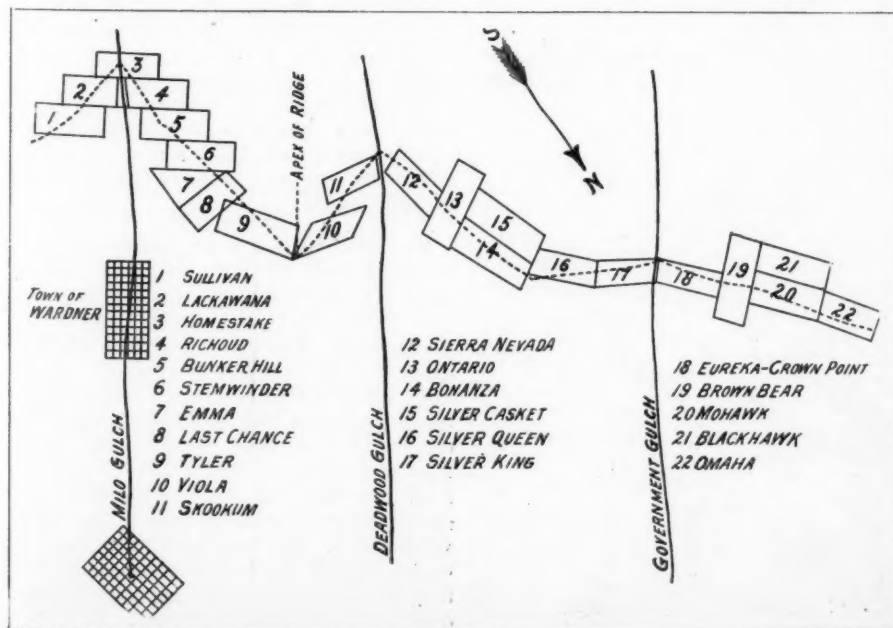


DIAGRAM OF THE WARDNER MINES.

Sweet and W. W. Baker directors. A tunnel now in 300 feet shows that this mine will be as good a property as there is on the belt. The particulars of the extent and quality of the ore body the superintendent does not wish to disclose as yet. A new, cheap machine, contrived by the superintendent, called a water blast, which takes the place of a wind-fan, for the purpose of injecting fresh air into the tunnel to drive out the powder smoke, is used on these works. It is simply a column of water dropping thirty feet down a chute into an air-tight square box which is so gauged as to fill but half full of water, the upper half forms an air chamber from which an air pipe leads into the end of the tunnel.

The Skookum, owned by W. N. Morphy, H. S. Gregory, Dave McKelvey and Phil O'Rourke, has a 100-foot tunnel showing a fifteen-foot vein of mineral matter in which is found stratas of carbonate and galena ore. A force of men will be put on to extensively develop the location.

The Sierra Nevada, bought Aug., '86, for \$6,000 by J. M. Davenport of Wardner, and C. P. Church, Van B. De Lashmutt and Barney Goldsmith, of Portland, is now a stock company, quoted on the Portland stock board. Prof. J. E. Clayton, Mining Engineer and John McConnell, Superintendent, are developing this mine in a systematic way. The ore in the vein at this point is free smelting and high grade, consisting of chlorides, carbonates and native silver. The property is opened by 800 feet of tunneling on three levels; over 1,000 tons of ore are now on the dump; about 300 tons have been shipped and more is being shipped daily.

The Ontario and Silver Casket are owned by the Idaho Prospecting Company, Allen Bradford, President; A. M. Mason, Secretary and D. L. Harley, Treasurer. But little work has been done on these locations as yet, several cuts and forty feet of tunnel show the formation and ore in place. Prof. J. E. Clayton, reporting on the prospects says, from the strong marked character of the croppings, the formation and the situation of the locations, there can be no doubt but that the lode extends through them and he considers they are very promising locations. This company also own the Legal Tender and Silver Wave locations, adjoining the Ontario. They intend to put on a force of miners and fully develop the locations.

The Bonanza, owned by W. H. Ross, W. R. Morphy and W. E. Doyle, is being properly developed into a good mine; an eighty foot tunnel in on the lead shows a wide vein of high grade carbonate and chloride ores.

The Silver Queen and Silver King owned by Wm. Murray, Geo. Cox, O. L. Shankland, H. A. Jones and Geo. Gardner, has been opened up by a 350-foot tunnel, showing a fifty-foot vein of mineral in which are several stratas of concentrating galena ore; the work was superintended by Wm. Murray. At the Silver King the vein apparently begins to straighten up. It being the next west extension of the Eureka-

Crown Point, on which extensive development has shown to be a No. 1 mine, its future outlook is very promising.

The Eureka-Crown Point, located as the Eureka May 29, '86, and as the Crown Point by another party, has been in litigation for about a year. Last summer John McCauley, on the Crown Point side, was shot and killed and A. R. Campbell, was shot through



N. S. KELLOGG.

the right lung, but recovered, in a fracas over the possession of the claim, and more recently Lew F. Robertson, who was in the fracas and was one of the first locators as the Eureka, was killed from a bullet entering the upper back part of his skull from a 44-calibre bull dog pistol by, as yet, unknown hands. A compromise was made the first part of this month and the mine sold for \$75,000 to John Sevenoaks and Harry Knowles of San Francisco. This location shows up as well as any property on the vein. It is developed by over 800 feet of tunnel run in on the lead and a crosscut eighty feet which shows good average concentrating galena ore the whole distance. Neither wall is yet struck. All of 600 tons of payable ore is on the dump and 100 tons can be produced daily with present openings. Sevenoaks and Knowles, who are thorough and legitimate mining men, with both money and experience, will it is understood, begin at once and work the mine for all it is worth. A 100-ton concentrator will be built at the mouth of Government Gulch near the railroad track and a mile-long horse tramway be run from the mine to the mill.

The Brown Bear owned by Dr. A. D. Bevins, the

Mohawk located in Oct., '85, by Levi Woodling and Wm. H. Morrill, and the Overland, situated on the east side of Grouse Gulch, owned by W. H. Ross and others, have not been opened to any extent as yet. The vein at this point is heavily iron-capped and requires considerable money and work to open; it is presumed by the owners that the ore body is as good under the iron cap on these locations as it is along the entire length of the vein now opened.

About half a mile northwest of the Overland, on the main vein, where it is crossed by the railroad track in the South Fork bottom, is the Dreadnaught location, on which ore was discovered when grading for the road. The location was made by Jas Luska, A. A. Fisher and Jos. Shea. The claim is bonded by J. M. Bell, C. M. Bryant, Chas. Sweeney and F. R. Moore. A twenty-six-foot tunnel on the lead shows four feet of concentrating galena. Men have been at work on the vein but a few days and have already five tons of solid galena on the dumps.

OTHER MINING LOCATIONS.

On Government Gulch below and above the Eureka are a number of other locations, which the owners are hard at work on developing, among which are the Homestake, Central and Monarch, opened by a twenty-five-foot tunnel shaft; Mammoth, seventy-foot tunnel; Muldoon, Granger, Mineral Point, owned by H. Cook, J. C. Colwell and John Naff, opened by a fifty-foot tunnel; Black Hawk, Dave Myers and Larry O'Neil owners; Hope, John Davenport, Shorty Clemens and Ben Baker owners; Sugar Lode, opened by a thirty-foot shaft and owned by Tom Skiffington, Van Derworton and Dan McEcker, and numerous other locations the names and particulars of which could not be ascertained.

On the west side of Deadwood Gulch is the Caledonia, owned by Geo. B. McAuley and others, opened up by a forty-foot tunnel showing ore, also the Omaha, owned by Jas. F. Kelley, W. E. McKelvey, Jasper Covert and Jos. Keating; the location was made by Jas. F. Kelly and has been opened up at an expense of \$5,000 by three tunnels, at different levels; lower tunnel 225 feet long, next sixty-five feet and upper forty-five feet. In the middle tunnel is a six and a half to seven-foot vein of chloride ore, that assays from 35 to 3,200 ounces silver to the ton. The mine is still under development by three shifts of men at an expense of \$25 a day. It is now under bond to Phil O'Rourke.

The Home Rule, the west extension of the Omaha, Dave Wiseman, Jas. Lyle and B. Hanley owners, is opened by a forty-five-foot tunnel which shows twelve feet of vein matter with strata of galena between quartzite walls, course and dip of vein similar to the main Sullivan lead. Paralleling the Bonanza are the Keystone and Fanny locations in both of which are found ore. Adjoining the Tyler on the northeast is the Sharon. A company consisting of Eugene Boyer, A. P. Sharpstein, R. Price, Chas. Vedder and A. McKinnie, have incorporated with 100,000 shares at \$1 per share and placed this mine on the Portland stock board. Numerous other locations, some of which are being worked and from present indications promise well, are made on each side of the main lode its entire length.

ON ELK CREEK.

Across the ridge east from the Sullivan lead are the gulches of Deer, Elk and Gold Run on which are a number of good showing gold quartz mines, some galena locations and placer claims. The Fargo, on the east fork of Elk, owned and being developed by Jas. Blakeley and others, is opened by two tunnels and a shaft. The upper tunnel is seventy feet long, twenty-five feet in from the mouth is a thirty-six feet deep shaft. About thirty feet down the side of the mountain is the lower tunnel which is now 200 feet long. The tunnels are run in on a three-foot vein of galena and gray copper ore next to the foot wall, which is slate. The hanging wall to which no cross-cut has yet been run is of lime formation. The ore body is widening and becoming more compact as depth into the mountain is attained.

Extending across the heads of Deer, Elk and



WARDNER.—THE BUNKER HILL AND SULLIVAN MINES.

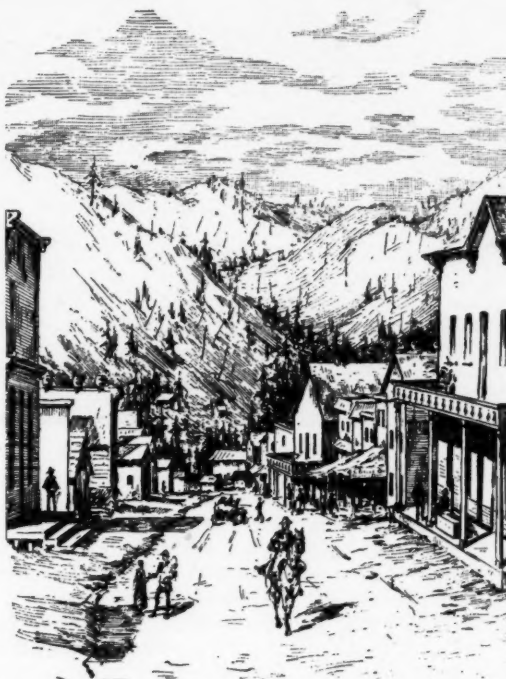
Gold Run creeks, or gulches, in a course "north 61, 35 west," dipping about eighty-five degrees north is a well defined four and a half-foot vein of partly decomposed, free-milling gold quartz, between slate and quartzite walls. From careful tests made by "horning," on several locations that are being opened on the vein the quartz will mill from \$9 to \$16 to the ton. The locations made on this vein beginning on the west end are the Mogul, Last Chance, Hawk-Eye, opened by thirty feet of tunnel, owned by Jay Curry, O. A. Brown and Jas. Johnson; Alma, Jas. Blakely and others owners, opened by a sixty-foot tunnel; Alfarette, forty-foot shaft; Minnie Vernon, 170-foot tunnel; Solar, four shafts each, thirty-five feet deep; Nellie Wood on which is a twenty-four-foot tunnel, and a fourteen-foot cross drift; Maggie Jacobs, eighty-foot tunnel, J. A. Jacobs and others owners; Keywest, Bouncer, Chico and a number of others, on which the vein is "blind"—covered with earth matter. On Chico Chas. Caulder, L. L. French, the Jas. Riley and John Concklin, are seeking the quartz vein by washing the gravel off the steep mountain side by a flood-gate system. Every five minutes 6,500 gallons of water are let loose, from a reservoir, in a huge volume which goes tearing down the mountain side carrying everything before it. A cut thirty-five feet deep has already been washed out by this process.

Dutch Jake, Harry Baer, O. A. Brown, Jack Curry and A. Evans, who own the Minnie Vernon, Alfarette, Nellie Wood, Last Chance, Cherub, Bouncer, Dandy and Key West locations, have eighty acres of sixteen-foot deep placer ground on the middle fork of Elk to which they are cutting water ditches from the heads of each of the three forks of Elk, with a view of working the ground this fall; same parties also have a mill-site at the junction of the forks of the gulch about one-half a mile from the railroad where they intend putting up a ten-stamp quartz mill in near future to work the rock from their many mines. The Elk Creek works will be about two and a half miles from Wardner.

A new kind of a quartz mill will shortly be brought into the country which, if it does what is claimed for it, will revolutionize the quartz crushing business in the West. The machine is called the Wisswell crusher, patented by Capt. Dick Wren Arnold, '49er, now a wealthy copper miner of Houghton, Mich. It is somewhat on the principle of an arastra. Four 1,500 pound V shaped wheels revolve around in a V shaped groove in the bottom of a large iron tub about ten feet in diameter. The machine will grind twenty-four tons of ordinary quartz every twenty-four hours and will save ninety-eight per cent of the assay value, which is a great point in its favor, it is also cheap and of but little weight or bulk in comparison to a stamp mill, will require but little work to set it up and but small power to run it.

These discoveries and works are but what has been found and is being done in only a small portion of the extensive Cœur d'Alene country. All along Pine Creek, which comes into the South Fork from the south, seven miles below Milo, are many promising locations on which much work is being done. Canyon Creek, which comes into the South Fork from the northeast at Wallace, ten miles above Milo, at the head of which is the new booming camp of Burke—named in honor of John M. Burke, who was interested in the Tiger Mine, near which the town is situated—shows up as well and is developed as much as the Wardner section of the country. The Poorman Mine, an extension of the Tiger, on the east side of Canyon Creek, seven and one-half miles from its mouth, near the town of Burke, is one of the best showing mines at present developments that there is in the whole country. The mine was bonded the first of this month by Patrick Clark, an old time, experienced miner of Montana, and B. C. Kingsberry, both of Butte City, Montana. The location is developed by three tunnels: Tunnel No. 1 starts about twenty-five feet above the bottom of the gulch and is now in 150 feet all in ore; the "breast" averages from three to six feet in width, two-thirds of which is first-class ore, averaging sixty-five ounces silver and seventy-five per

cent. lead. Tunnel No. 2, 125 feet vertically above No. 1, is driven in forty feet, in a four to six-foot body of ore its entire distance. Tunnel No. 3, 150 above No. 2, is thirty feet long, showing the vein three feet thick. The vein is between quartzite walls cutting the formation at about right angles in a course about east and west and dipping to the south. Only one-third of the ore taken out will require concentrating. Over 750 tons are now on the dump and at present developments all of fifty tons of first-class ore can be taken out daily. Mr. Clark has just inspected the property and returned to Butte. It is understood that a hundred-ton concentrator will be put up at the mine this fall. The ore will be shipped to be smelted whenever the best terms can be had. Four men are at work in each of the tunnels, still further developing the mine. Mr. Clark has twenty-five men at work on prospects in Canyon Creek; he and his partner have under control the O'Neil Mine, the east extension of the Poorman; the Tiger Fraction; the Hidden Treasure, the west extension of the Tiger; the Union, on the same lead next to the Treasure and one-fifth of the Tiger; also three locations known as the Gem Group, half way between Burke and Wallace in Canyon Creek, on which slight prospecting shows a vein similar to the Poorman, in which good



A VIEW IN WARDNER.

ore has already been found. A good wagon road has been completed from Thompson station on the line of the N. P. R. R., to Burke, a distance of twenty-seven and one-half miles.

Nine Mile Canyon and Mullen sections, at the head of the South Fork; Beaver Creek, paralleling the South Fork on the north and emptying into the North Fork of the Cœur d'Alene; Pritchard Creek and Eagle Creek sections of the country, north of Beaver, and other portions all contain many mineral locations, a number of which are being actively developed and will pay handsomely when more capital and better modes of transportation get into the country, which will be in the near future, as both capital and better means of transportation are steadily increasing throughout the Cœur d'Alene.

MILLO.

The site of Milo-Kellogg, in the delta-like mouth of the gulch near the South Fork River, is a pleasant and somewhat pretty place for a town. It was first taken up as a town-site Sept. 18, 1885, five days after the location of the Sullivan, by R. T. Horn who associated with him, Chas. St. Clair and Thos. Hanley, now sheriff of the county. The site has been cleared of timber, and streets and lots have been laid off with the points of the compass. Already in the town

is one merchandise store—Prager & Co., two hotels, a 30x50-foot school house under way and a real estate office, a restaurant and saloons. N. S. Kellogg is now manufacturing brick to erect a \$75,000 hotel in the town, and Jacob Goetz, better known as "Dutch Jake," and Harry Baer, who were among the first comers to the mines and made a stake out of the Bunker Hill-Sullivan Mining Co., have begun operations to build a flume about 9,000 feet long, 10 feet wide and 6 feet deep to convey water from the South Fork River at a point about one and three-fourth miles above Milo to the location of the intended 300-ton capacity concentrator just below the town. The flume will give a fall of twenty-eight feet and furnish a 750 horse power with a Leffel water wheel. The power will be used to operate the concentrator, a cable road up the gulch to the mines and an electric-light plant. For the flume and other works, there will be required nearly three million feet of lumber. Small & Coleby and Cameron Bros., saw-mill men, have the contract to furnish 800,000 feet of lumber for the flume. Small & Coleby are putting up a 40,000-foot capacity per day saw-mill at Pine Prairie, on the South Fork, four miles below the town.

The Stemwinder and Tyler companies are, as stated, putting in a 100-ton capacity concentrator adjoining the town, on the river; R. T. Horn presented the companies with ground for a mill-site and water privileges; 1,700 feet of 8-inch water pipe is now being laid from the Milo Water Co.'s tank to the site of the concentrator, which will furnish the works with water. It is understood these two companies will shortly begin building a large smelter near by their concentrator.

The Milo Water Co., composed of R. T. Horn, J. M. Burke, Chas. St. Clair, Al. Brile, J. M. Martin, N. S. Kellogg, J. F. Wardner and Jacob Goetz, are building a 13x14-inch flume one and one-half miles long to carry water from some springs in Milo Gulch to a 42,000-gallon tank being built on the hill back of town to furnish the place with water. From the Bunker Hill-Sullivan concentrator at the head of the gulch to Milo, about one and one-half miles, there is a fall of 750 feet.

THE CŒUR D'ALENE RAILROAD.

A railroad is one of the essential features that makes any mining country a success now-a-days. Without proper and reasonable transportation no mine of average grade galena ore can be worked to a profit. The builder of this road into the Cœur d'Alene country, D. C. Corbin, of New York, who now personally oversees operations here, is to be thanked for the good he has done to the country and congratulated on the financial success of his undertaking. Of course the road was built with a view of making money, but where is the other man or company, acquainted with the prospects of the country, that had the foresight and pluck to expend the sufficient quantity of cash to build and put in operation a railroad in this rough, mountainous, new mining country. The road, to judge from the number of passengers and amount of freight going and coming daily has more than paid for itself already. The Cœur d'Alene Railway and Navigation Company also operate two steamboats from Cœur d'Alene City to the Mission, a distance of about sixty miles, and from the Mission to Wardner Junction, fifteen miles, is the narrow gauge railroad. Wardner Junction is just across the South Fork River from Milo and about one and one-half miles from Wardner. The track of the railroad, on up the South Fork to Wallace, nine miles, is now completed. It is expected the road will be completed next season to Mullen, a town twelve miles beyond Wallace at the head of the South Fork, near where are situated the Hunter, Morning, Evening, Yolanda and other good showing mines. The Hunter has been purchased by Dennis Ryan, of St. Paul, for \$87,500. The Morning and Evening Lodes, which are both excellent properties, have recently been bonded by Lewis Martin of Salt Lake City, Utah, and F. M. Frank of Cherry Creek, Nev., both experienced mining men, who opened and sold the Hunter.

B. C. W. EVANS.

LIFE IN THE PACIFIC NORTHWEST.

The Grand Ball of the 22d of February.

Invitations were received, about the 15th, by the elite of our little town of Princeton (for even in the foot-hills, a town has its elite) to attend a grand ball at Owl City in honor of the Father of his Country. Owl City had been a dangerous rival of Princeton for some years, snatching greedily for county seat honors, the bank, the roller rink, etc.; and hot and bitter had been the contest. But that was past—several months past—Princeton had carried off the honors. Owl City was gradually and sadly falling behind the procession, and our hearts relented. One unforgiving spirit among us, it is true, when the first rumor of their approaching festivity reached us, said, "Well! let's just give 'em the go-by, and go to work and get out invitations ahead of theirs, and just knock the bung out of their old dance." But better feeling prevailed. The invitations came out, as aforesaid. Then, so far had our hearts rebounded, that we began to think of attending. Mulligan said: "Let's all go and give 'em a good send-off. Everybody'll be down with Lent pretty soon, and we can't have any more fun." (Our ladies, by the way, are mostly church-women.)

The nights were bright and mild. February is usually a fine month with us, mercury at fifty or sixty degrees above; the roads very good. Johnson, the teamster, offered to take (or "haul") twenty of us in his six-horse wagon for a trifle, as he was idle; so it was all arranged. Several young men went on horseback, two "spoony" couples went in carriages, and so the procession moved out of Princeton on the evening of the 22d, amid "good-bys" and hat-swingings from the sidewalks. Our load was made up married and single young folks and—no—not old, of middle-aged; there are few old folks in the West. Johnson had put the top boards on his wagon-box, so that our seats were lifted high in air and none of the ladies could touch their feet to the bottom. This arrangement has its advantages—as we discovered later.

Owl City is five miles from Princeton, up the canyon of Owl Creek. The moon had not risen when we started, and, though the road by daylight was safe, yet if we missed the beaten track in the dark, there were numerous "chuck-holes," wash-outs, and sidling slopes, which, with our elevated perch, gave a delightful element of danger to the expedition.

The screaming woman was on one of the rear seats. The rising attorney-at-law occupied the front seat with the driver, and as he was densely and notoriously ignorant of horsemanship, and could no more manage six reins than the affairs of the universe, he took a long-sought revenge upon the hapless female before mentioned, by pretending to drive. Several of the party, some ignorantly, some mischievously, abetted his malice by cries of, "Oh! please don't try to drive, Mr. Jones. You'll let 'em get away." "You'll upset us, sure." "You'll run off the grade." "Do give Mr. Johnson the reins." This from the ladies in piteous shrieks. From the gentlemen—"Jack, for God's sake give up the reins: you are twenty feet out of the

track" "That off leader's got his tail over the line." "That nigh wheeler's going to kick." "There! you've dropped a line"—all mingled with despairing howls from the excitable one, unavailing prayers to be allowed to walk, maledictions on the obdurate attorney, etc., till in the height of the pandemonium the wagon dropped into a rut, and the gentle horses stopped, in sheer disgust. Johnson restored amity by remarking, "Now, if you'll jest be kam we'll git on all right; Jack ain't had the reins none o' the time."

In five minutes we were all singing:

"We'll be dar in de mornin'

In de mornin' by de bright light.

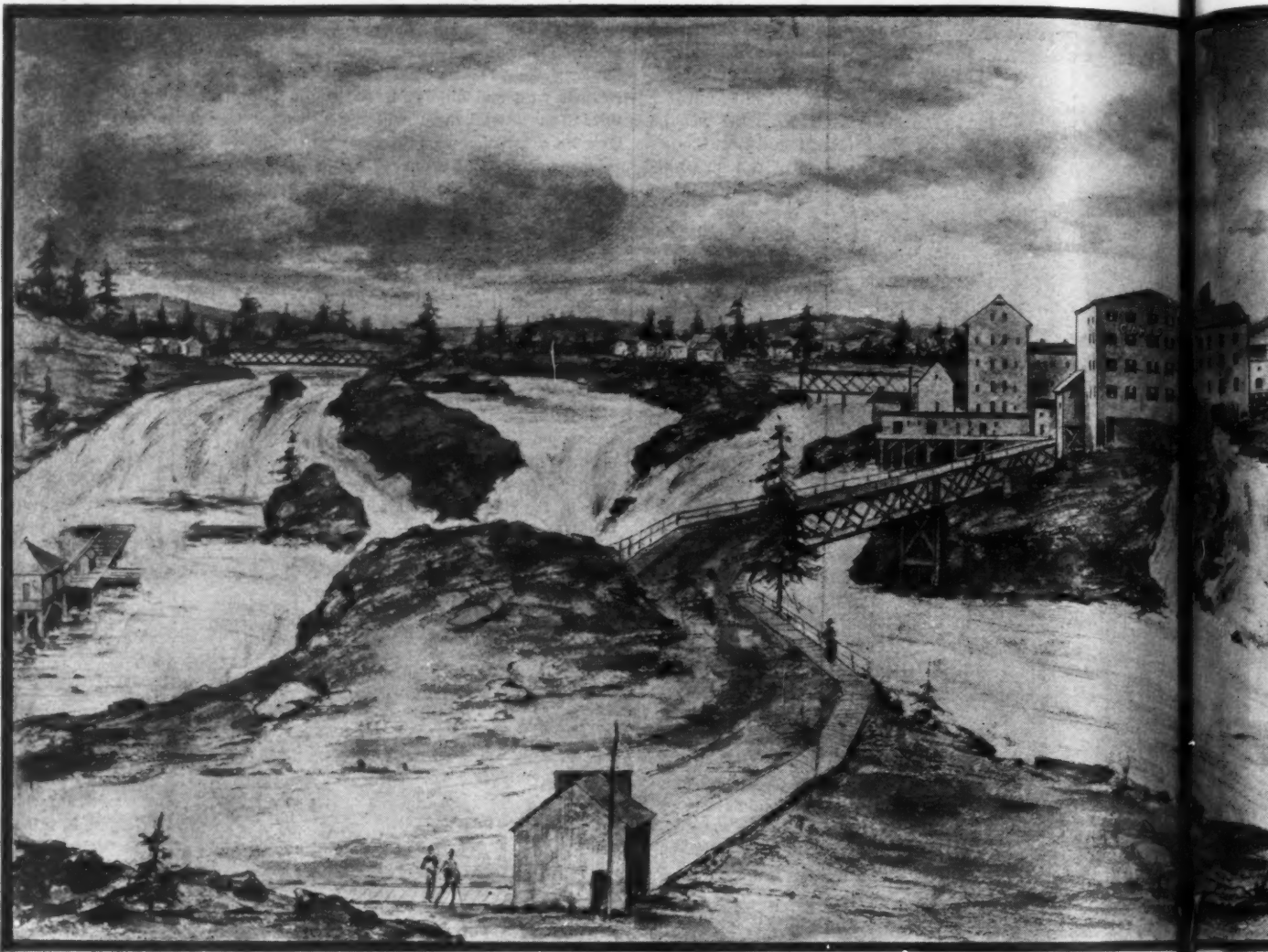
When Gabriel blows his trumpet in de mornin'."

And the excitable one was leading the chorus.

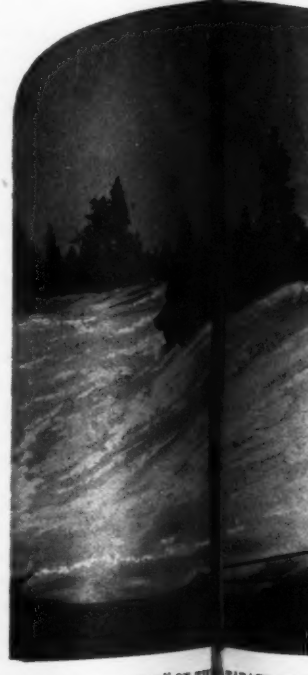
We subsided just before we reached Owl City, and drove decorously up to the door of the public hall, a sort of utility building, which served equally well for church, court house, opera house and ball room. The local population had only begun to arrive, but our unexpected advent filled all hearts with joy, and by the time the Princeton ladies emerged from the dressing room (a corner curtained off with calico and totally dark) the hall was comfortably filled, and dancing began auspiciously with a quadrille. Two cowboy fiddlers, in shirt-sleeves, played the violins, one of them calling the changes, and keeping time with his foot. A red-haired miss in a magenta dress, accompanied them on the organ, one key of which sang a dismal interlude between dances; the floor was sway-backed, and the kerosene sputtered, but these were trifles. The hero of the hatchet story was never honored by a merrier crowd. The dress of the ladies was varied; from the trim creations of city artists, and their reflections in the meek plagiarisms of local modistes, to the elaborate and striking costumes achieved by the girls from the Patlatch and

Coyote Creek; veritable nightmares of dazzling pink and blue. And their bangs; curly bangs, straight bangs, fluffy bangs and oil bangs, long bangs and short, waved and crimped, sticking up, and down; and one original character wore her dense black foretop in one deep scallop over her brow, sloping gracefully down her temples to her ears, making a neat little miniature lambrequin above her face.

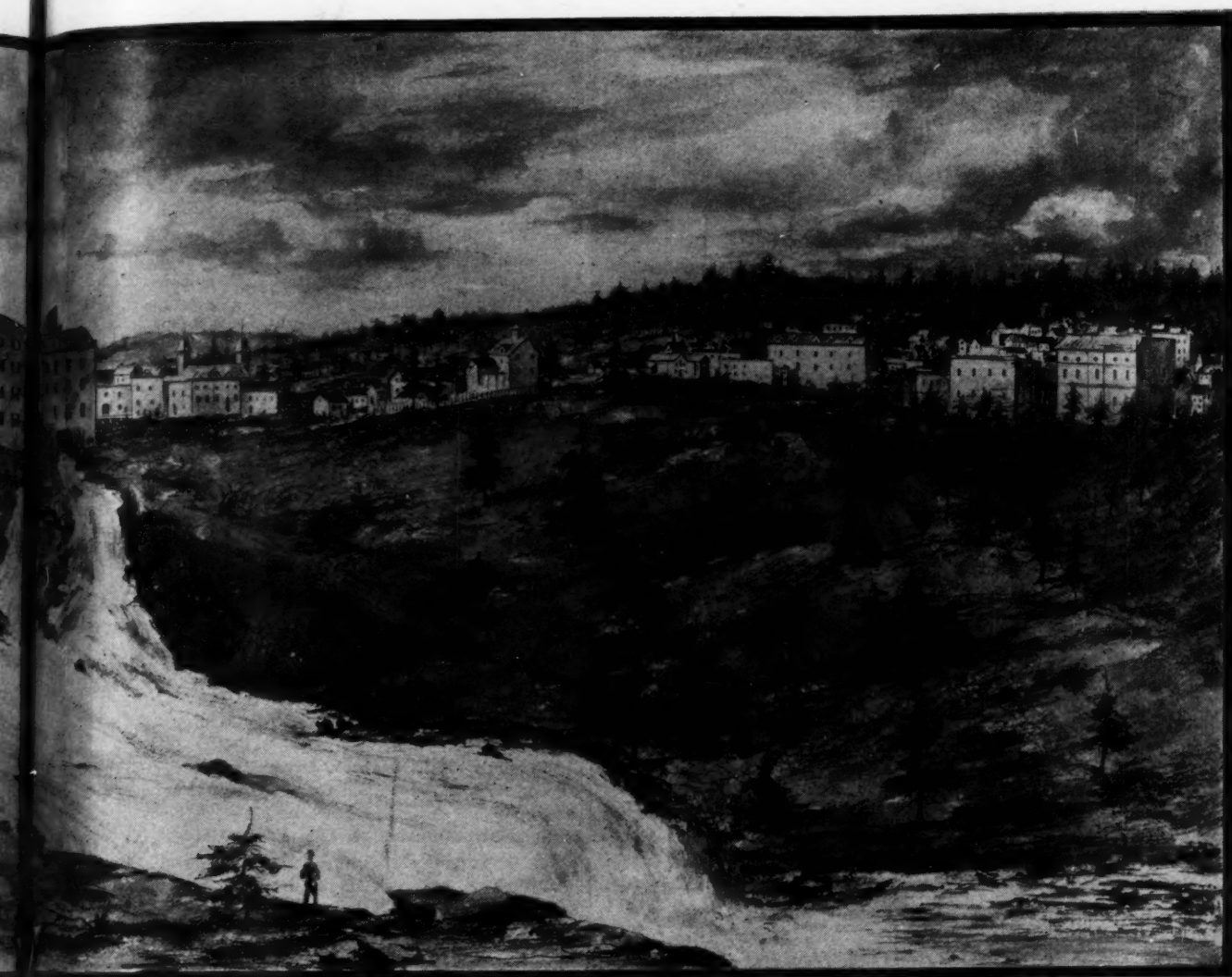
The attire of the gentlemen ranged from the handsome evening suit of the latest bridegroom, and the bedizened and be-diamonded San Francisco drummer, to the blue flannel shirt and coarse jeans of the cowboy and sheep-herder. But nobody felt any better than his neighbors on such a joyful occasion, and all mingled together with the utmost cordiality, in time to the fiddles and the asthmatic organ, which squeaked and wailed through the "Irish Washerwoman," "Devil's Dream," Fisher's Hornpipe," etc., till supper time. The supper had originally been spread in a small room close to the hall, with the intent to feed the dancers in relays, but the unexpected number present, caused the removal of the feast to a large, vacant store at the other end of town where all could be seated at once. This, of course, was a work of time, and our spirits began to abate somewhat under the combined influence of fatigue and hunger, as the clock struck eleven, twelve and one, and still no



FALLS OF THE SPOKANE RIVER, SPOKANE FALLS, WASHINGTON



THE "OLD MAN" OF THE PATLATCH, SPOKANE FALLS, WASHINGTON



WASHINGTON TERRITORY.—[From a sketch by O. Dinger.]

supper. The first fiddler, who also called the changes in the quadrilles, had solaced himself by frequent trips to the saloon next door, and was becoming so overcome that the dancing was about to degenerate into a continual "All promenad," when Heaven interposed, and supper was announced. Everybody's spirits went up, and in five minutes the festive scene was deserted and we were all marching down the middle of the road—Owl City never reached the sidewalk stage of existence—toward the refreshment room, on on, blundering and stumbling over the strange ground for a quarter of a mile; but the feast rewarded all our pains, and we forgave everybody, as we revelled in hot oysters and coffee; roast chicken and turkey, delicious salad and great dropsical berry pies. Our long fast and violent exercise had developed such wolfish appetites, that we felt famine in our wake when we returned to the hall to finish the night. The air had grown frosty; the fire in the stove was out, the head fiddler was "paralysed"—so they said—and one might have thought stagnation was imminent; but we are a people of resources. While two of the gentlemen built a fire, the rest of the company participated in a grand march around the hall, to keep warm. Soon the fire blazed, the fiddler was reinstated, and dancing recommenced with renewed zest, and continued unabated until the climax was reached in the old-fashioned

"Virginia Reel" just as the clock was striking three. Then all were ready to return home.

Our charioteer marshalled his six horses to the door and we climbed to our lofty perches, amid "goodby's," banterings and snatches of song from our entertainers, when, just as all were seated, and Johnson was about to crack his whip—split—crack—smash, the top boards of the wagon-box crumbled, and down went seats and passengers in one pile into the bottom; no damage, however, except a few abraded knees and elbows. Our load was soon re-arranged, on a lower level, and we drove home at a rattling pace, through the frosty moonlight, singing all the way, until Johnson disturbed us, one by one, and two by two, at our own doors, tired out but loth to separate, and see the curtain fall on one more scene of careless joy.

TIMOTHY.

A FUNERAL IN ALASKA.

Letter in Juneau, Alaska, *Free Press*; Having had information the other day of a cremation to take place at the Indian village, I bethought me to stroll down the beach and witness the same.

The defunct siwash was known around Juneau as Frank, and was formerly employed at Martin Bros. store in the capacity of Indian clerk, and the blockman (it being a double cremation of one of each sex) had been called Jannie; both as it happened, having died of consumption.

The mourning service consisted of the ancient ceremony known as "potlatch," which is always customary among the Indians of Southeastern Alaska on the occasion of a death of one of their number.

The "potlatch" is a division of whatever temporal goods the deceased may have possessed, such as blank-

ets, dry goods, etc., among his or her relations, according as the merits of each individual case may justify.

In the services of the mourning, which are very long and to the Indian mind very impressive, the first in the order of the day is a eulogistic discourse by one of the old men, which, being delivered by him in sections, so to speak, is taken up and sung by the rest in a monotonous sort of chant; the old man is then superceded by another venerable buck, who goes through the same service, and he in turn by another, until all the old men have had their individual say.

The chanters keep time by continually thumping the floor with sticks and beating on a drum.

This performance being gone over for a day or two, the "potlatch" takes place.

The body of the deceased is first wrapped in a matting, woven from split roots, and in appearance resembling coarse straw. They then convey the body to the place of cremation, which is always on the beach at high-water mark. On this occasion they had on hand for the purpose of burning the two bodies, about one cord of wood, some split and some in small logs. First a platform of small logs is laid a foot from the ground, and a space of four inches between each log. On this pyre, which was about seven feet long by five feet wide, the two bodies were

placed, about three feet apart, and around them a miniature log hut was built to a height of four feet; the inclosed space is then carefully filled in with split wood and kindling, and now, everything being in readiness, the fire is lighted from the bottom. Their diet being salmon, an oily substance, the bodies of the Indians seem to contain a considerable amount of oil, as they burn readily. While the corpses were charring, the friends of the deceased continued to poke them with long sticks, occasionally raking the fragments of burnt flesh from the fire and wrapping them in skins, blankets, etc. Returning from the cremation of the two natives, I heard singing in a native house and dropped in to see what was going on.

There was quite an assemblage of natives squatted around a small fire in the center of the room, and at one end of the house the corpse of an old woman lay, covered with sheet and blankets. All around the room was strung up muslin, pieces of calico and a few blankets; also three umbrellas, etc., all of which will be distributed among the relatives and near friends. Then the process described above will be gone through.

We are informed of a grain yield recently, says the Walla Walla, W. T., *Union*, which shows conclusively the richness of our soil. Hon. J. M. Cornwall, twelve years since, planted a field with spring grain, from which he harvested an average of fifty-five bushels to the acre. The self sown grain stooling nicely next spring he concluded not to summer fallow and the volunteer thrashed an average of thirty-three bushels to the acre. The third year for the same reason it was allowed to again volunteer, the crop this time averaged over twenty-two bushels, or 110 bushels an acre from a single plowing.

For The Northwest Magazine.

A MINNESOTA TRAGEDY.

BY WILL. HUBBARD-KERNAN.

"I've said my say, Cath'rine. Ef Janey marries Paul Wilford, she's no longer a darter of mine!" and old man Wexford brought his stout cane down on the red brick hearth with a vigorous thud.

"But fayther——"

"But me no buts, Cath'rine. I'm the head o' this here household an' I perpose to hev my own way, come what will."

"But, fayther, Paul Wilford is——"

"Is the son of old man Wilford, what swindled me out'n the adj'ining farm—that's who he is."

"Swindled you? Why you never owned it! You wanted to buy it, but he offered a higher price than you, and——"

"Stop right thar, Cath'rine! Stop right thar! I'm the head o' this here household, and when I say swindled, it's for you to say swindled. It's for the wife to agree in every act and utterance o' her husband without a murmur! fer Scripture learns us thet——"

"It does not teach us that the wife shall join her husband in slandering the dead, fayther."

"Cath'rine!" and the old man sprang to his feet, red with rage. "Cath'rine!" he repeated in a still harsher tone, "leave this room!"

The tears came to the kindly old eyes of Mrs. Wexford, as she rose slowly from her chair, and made her way to the door. Turning on the threshold, she said in a soft voice, struggling with a sob:

"You will not insist on Janey marrying David Rathbone, will you, fayther?"

"That's percizely on' what I will insist. David Rathbone is one o' the forehandedest men in these lumber regions, an' he's the makin' uv a mill'inare in a very few years. She'll marry David Rathbone or she'll take the consequences. Now, leave!"

Mrs. Wexford put both hands to her poor, old wrinkled face, and walked slowly away, while the tears trickled between her fingers, and her heart went out in a silent prayer—a prayer inspired by unspeakable pain.

Old man Wexford having lit his pipe, started on foot for Brainerd. It was a soft September day. A thin haze lay like a benediction on wood and world—tempering the bright blue of the Minnesota sky. The tall pines waved their somber branches in the amber air. Now and then a song-bird winged its way across the high-road, with twitter and chirrup and trill, or a butterfly darted out of a blue-bell by the wayside, and went fluttering up a ray of light that drifted through the trees.

But the old man was blind to the light and color, and beauty of the world—deaf to the many voices of Nature—insensate to the unceasing stir of leaf and blossom and wave.

"Hello, Mr. Wexford! Hot day for this time o' year! Drefful hot! Whar you be bound?"

Wexford looked up sharply and his face lit with a smile.

"Why, Rathbone, is that you?"

"Wall, it's what they call me, ha-ha-ha!" and he laughed the loud, rough laughter of a boor.

"But, layin' a' jokes aside, as the sayin' is—whar you be bound?"

"Brainerd."

"Jump in an' ride thar thin' for that's whar I'm a-goin'—to lay in a stock o' supplies fer myself an' the men at the lumber camp. Whisky supplies, you know. Ha-ha-ha!"

Wexford mounted on a seat in a light democrat wagon, the whip cracked and the vehicle rolled on.

"Looky here, Wexford, hev you spoke to yer darter yet in regard to that thar little matter?"

"Yaas, I spoke to her," repeated the old man, a dark scowl crawling over his face.

"An' what did she say?"

"O, it'll be all right—on'y you must look to that whelp o' a Wilford."

"Wilford? Is that feller still a-interferin' with my plans?"

"Yaas!" sharply.

"Is, is he? Wall, I'll see to him. You jist leave Dave Rathbone to lay him out," and a hot, ugly light leaped into the small mean eyes of the scoundrel, as he spoke. "D—m him!" he continued, gritting his few black, snaggly teeth, "I'll shoot him like a dog, ef he comes betwixt me an' her. I have another little matter to settle with him, by the way, an' I hope I'll meet him in Brainerd to-day. Have a drink, Wexford," and he pulled a flask from his pocket.

Wexford complied, and relighting his pipe, resumed the conversation.

"Have another little matter to settle with Wilford you say?"

"Yaas. You see I had a speculation in logs on foot down 't Minneapolis, in which I'd a-made \$10,000 at one crack; an' he wrote down thar an' told the fellers I was a-goin' to deal with, that I'd slapped my brand on the logs of a man what war layin' sick out 't the lumber camp whar I'm a-doin' business."

"Wall, hed you?"

"That's neither here nor thar. But I'll fix him for meddlin' with my affairs, er my name's not David Rathbone."

* *

Wexford was detained for several hours in Brainerd, and the sun had descended behind the pines as he walked slowly up the path that led to the house.

"Why, whar can the wemin folks be?" he said to himself.

"Mother!" he called.

No answer.

"Mother!"

A low moan came through the open window of the family sitting-room.

"Why, Cath'rine!" he cried, hurrying to her side, "what is the matter?"

"O, fayther! fayther! Janey, our one pet lamb is gone!"

"Gone! What do you mean? Speak?" and the old man turned white and rigid with an instinctive fear.

"She has—she has run off with Paul Wilford, and——"

Wexford uttered a low cry of mingled rage, pathos and despair, and then, reeling back upon the sofa, he covered his face with his thin, bony hands.

Not a sound now, save the ticking of the clock on the wall, and the purring of the cat before the light pine fire on the hearth.

Mrs. Wexford rose, tottered to the mantle, and, after lighting a candle, said:

"I went over to take Mrs. Jenk's a cup o' jelly this afternoon, and when I came back I found this letter on the mantel. Shall I read it, fayther?"

No answer.

"Shall I read it, fayther?"

"Yes." The voice was coarse, strained and utterly unlike that of the speaker.

"This is what it says:

"Sept. 5, 18—.

Dear Father and Mother: I promised to be the wife of Paul Wilford, months ago, before I knew there was any ill-will between his family and ours. I should have broken that promise, and broken my heart, father, rather than disobey you, if you had not told me that I must marry David Rathbone. O, father! I never could do that. Do not, do not cast me off for leaving our home for that of Paul's. I have been so unhappy—you never can tell how unhappy I have been since the dark shadow of Rathbone fell across our threshold. Forgive me, O, father, mother, forgive me! but whether you do or not I will love you, through all my life, no matter if your love for me shall turn to hate."

"JANEY."

The old man was silent for a moment, then, rising to his feet, and raising his hands, he cried in a harsh, husky voice:

"My curses upon her! If she ever darkens my door again, I'll turn her back into the world to suffer and die and rot, for all I care!"

"O, don't 'fayther!—don't say that," and Mrs. Wexford caught the arm of her husband, and looked into his face in a wild, imploring way.

"I mean it! I mean it! She is no longer a darter of mine, and I forbid you from ever speaking her name again beneath my roof. She has disgraced herself, she has disgraced us all, and my curses shall follow her to the grave and beyond the grave!"

"O, God! O, God! my burden is greater than I can bear!" and with a low, quick cry, Mrs. Wexford fell fainting at the feet of her husband.

* *

"I saw Rathbone in Brainerd to-day, Janey," said Wilford to his wife, one evening, as they sat on the balcony of their beautiful home on the Mississippi, "and he looks rather dilapidated for a man who promised at one time to become a millionaire. It is the first time I have seen him since the week before our marriage, and that is thirteen months ago."

"I hear he has lost everything he had in the world," replied Mrs. Wilford, as she tenderly caressed the baby lying on her bosom. "I would pity him, too, if he hadn't ruined himself in trying to ruin others."

"Well, you have a softer heart than I have," was the reply, "for that man is the most unconscionable rascal I ever knew. He cheated right and left, from first to last; treated his hands like a slave-driver, and lived a life so vicious and vulgar, that it is well for the community that he is no longer a capitalist. He was becoming a powerful factor in this region—a factor for evil and evil only, and, now that he is penniless, it is likely that society in this section will take on a purer tone. But it is five o'clock, and I promised to be at the mill before this."

"Hasten back, Paul, there is a storm coming up and——"

"Certainly I'll hasten back, darling," replied Wilford, kissing her fondly, and a few moments later he was galloping down the road on his great, black horse, and whistling blithely as he went his way.

For the purpose of taking a short cut to the mill, he turned off into a bride-path that led past a deserted lumber-camp. It was an uncanny spot—fit for any deed of violence, where more than one soul had been sent unshriven to its Maker. The slimy swamp that festered on one side of the camp—the camp itself, with its deserted shanties tumbling to decay—the tall, black, shuddering pines, that threw dark, ghostly shadows on the grass—all gave the place a Dantesque touch of horror.

Hark!

Wilford drew rein, and listened. Yes; he heard voices in one of the forsaken shanties—voices that he knew.

"Give me that money Wexford, or by G—d your next moment will be your last!"

"But, listen, Rathbone—I—"

"Listen nothin'. It's either your boodle alone, or your boodle and your blood. Which shell it be?"

"If I give you this money I'll beggar my wife and myself."

"Wall, you might as well be a beggar as David Rathbone. Hand 'er over."

"Come, come, now, David, I—"

"Ef you don't hand me over thet bag by the time I count three, I'll shoot yer heart out. You played me false about your darter, you d—d hypocrit, and I haven't forgot that. Hand over the bag before I count three. One—two——"

Wilford had leaped from his horse, and just as the word "three" was trembling on the air, he sprang into the doorless shanty, knocked up the pistol, and with clenched fist sent Rathbone reeling to the wall.

There was silence for a moment—a silence only broken by the eternal whisperings of the pines outside.

Then Rathbone, recovering himself turned like a tiger-cat on Wilford.

"You shell die for that," he hissed, "die here and now!" and in a flash he leveled his pistol full at the heart of Wilford.

But, quick as he was, Wilford, still quicker, leaped at the throat of the scoundrel, and then began a terrible struggle for the mastery.

Suddenly there was a puff, a flash, and Rathbone fell dead—for the trigger of the weapon had caught

in his coat, and in trying to free himself he had met his doom.

Wexford reached his hand over the bleeding body to Wilford, while tears of repentance ran down his dim old eyes.

"Forgive me, Paul," he said, "I know I'm nothin, but a miser'ble old sinner, unworthy of forgiveness, but let bygones be bygones from this day on, and—take me to my daughter!"

For The Northwest Magazine.

SPOKANE FALLS.

I.

Hear the waters! Praise the waters!
Ever thus a spirit calls,
As in all their pride and splendor,
They rush by our Spokane Falls!
Look upon this charming picture!
See the waters leap each rock!
See the old basalt formation
Shiver at each powerful shock!
Watch this glorious gift of heaven,
To the simple favored race,
To the children of the forest,
With their sun-baked, gloomy face.

II.

See the sun-light kiss the water,
As it rises, dances, falls;
Hear the whispers soft and tender,
Of our silvery Spokane Falls!
See the shadows flit across them,
Lie upon their crystal breast,
On the heart of laughing waters,
Where all care seems lulled to rest.
See the diamonds sparkle, glimmer,
As the surging waters roll,
Over rocks by Time's steps worn
Like the memories of the soul.

III.

See the turf, whose verdant glory
Round our "Cataract City" falls,
It is but a flowery back-ground,
For our mighty Spokane Falls!
See the rainbow crest the waters!
Small Niagara, dear thou art
To the redman who first found thee;
Dear thou art to every heart.
Oh! ye bubbles! Oh! ye ripples!
Picture of life's ceaseless toil;
Gift supernal, pride and pleasure,
Blessing of our Western soil.

IV.

Softly, gently, full of magic,
Sweetly on my vision falls
The light, the star, the hope of exiles,
Our great musical Spokane Falls!
Ever restless, ever weary,
Day by day, and ever so,
Thou art by us, pure and peaceful.
Now they pause, then on they go!
And the sun-light glitters o'er them,
The pale, calm moon floods them, too,
While they watch each constellation,
As the shepherds used to do!

V.

And the spirit of our people,
Spirit of the rising West,
Dwells within the mighty waters,
Flows on Spokane's loyal breast.
Spirit that she brings us boldly
From the hills with "heart of steel!"
Ever tolling onward, dauntless,
Something still to do and feel.
The Cœur d'Alene's tower in the distance,
Down whose sides the streamlet crawls,
Till full-grown it leaps in gladness,
Then we call it Spokane Falls.

VI.

Oregon! the word first uttered,
When the tribe of great Spokane,
Came from lands yet undiscovered,
To prepare a place for man.
Came at His command, the Mighty's
Wandered 'mong the forest trees,
Until they heard a far-off echo,
Like the roaring of the seas;
Then they paused and bending listened,
And again on them it calls;
So they followed, and discovered
This our mighty Spokane Falls.

JESSIE M. CONNER.

Spokane Falls, W T., Sept. 17th, 1887.



"THE GREEN WAGON." A CŒUR D'ALENE STAGE ON THE ROAD TO MURRAY.

A CHINESE PUGILIST.

The throng of people passing up and down Kearney Street, opposite the old City Hall, were immensely amused about one o'clock yesterday by a grotesquely one-sided set-to with bare knuckles, says the *Alta Californian*. Three dapper young men with shining tiles and gorgeous cravats were spreading themselves on the promenade like a three-pronged rainbow, when the evil genius of one of them prompted him to indulge in a little pleasantry at the expense of a Chinaman. The heathen was next to the wall, and as he attempted to pass the heart-breaking trio the one on the outside gave his companion a push. This plumped him into John's corpus, and was no doubt very funny. Right here the fun stopped, however, for the Chinaman let out his right hand and carromed the young man's jaw. The Chinaman then attempted to go his way, but the young man was not satisfied with the hint he had received, and he squared off at the Mongol in fighting pose. His two companions showed a disposition to take a hand in demolishing the Chinaman, but several white by-standers declared that they would see fair play. A wild lunge on the dandy's part was skillfully parried by the Chinaman, who countered with a sounding whack on his opponent's jaw, sending him to the sidewalk in a limp and scattered condition. Then the heathen added insult to injury by coolly stamping the young man's Derby hat as flat as a pancake. The on-lookers howled with delight, and the infuriated young man made a furious dash at his Chinese antagonist, but the latter landed him a "corker" on the nose, which brought the claret. John now began to prance around as

though he had just got unlimbered for hard fighting, but his white foe, who looked like a member of the Olympic Club, snuffed the blood up his nose and looked despairingly around for succor. His friends looked askance at two stalwart by-standers who insisted on fair play, and concluded not to take a hand. They edged off a little and cried out: "Come on Mose; you might get arrested." The battered young man took the advice and left the Chinaman in possession of the field, while the crowd jeered and laughed. The defeated young man walked off, trying to stanch the bleeding of his nose, while his friends attempted to straighten his hat into shape.

PRAIRIE ROSES.

A hedge of roses, pink and sweet,
That plant in loam their slender feet,
That send a breath the spring to greet,
Across a great expanse;
They lead soft cheeks together there,
They smile at love, with faces fair—
What keeps the sunshine glinting near?
Young love, perchance.

A hedge grown dim with autumn's haze,
Tendrils that cling in loving maze
Through drear, or cold, or cloudy days;
Across the great expanse
Comes on the fierce September sun.
When rosy flush and perfume's done;
The rays the faded flowers shun
Without a glance.

Oh, homely loves that clasp her round,
May you enough for her be found—
(Like sister roses on one mound
Amid a great expanse)—
May no gay wooer ask a smile—
Too lightsome wight with winsome wile!
But gaining love to hold awhile,
And lose perchance.

—Eli Sheppard in Boston Transcript.

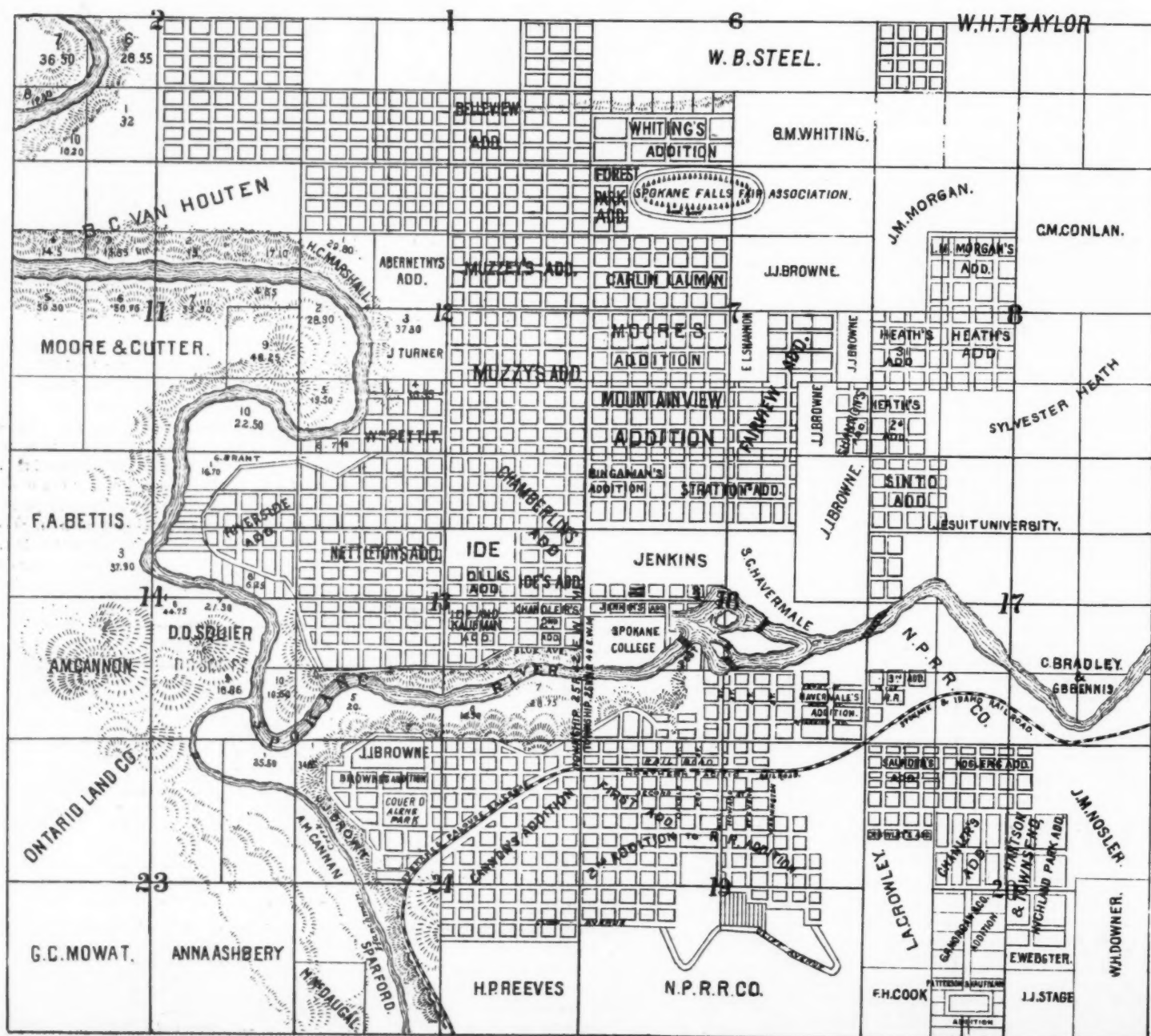
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Real Estate & Financial Agents of Spokane Falls,

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The Walla Walla board of trade recently adopted the following resolutions: Resolved, that the thanks of the Walla Walla Board of Trade are due Mr. E. V. Smalley for his able and truthful article published in his magazine, THE NORTHWEST, for August, 1887, setting forth the natural advantages, situation, soil and climate of the Walla Walla Valley. The Board feel that he has not belittled Walla Walla for the purpose of building up some other place.

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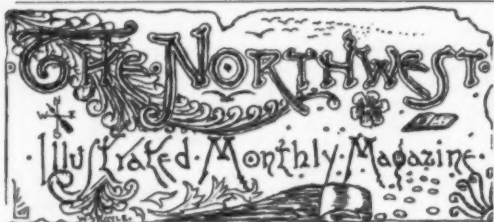
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If you want to know all about Washington Territory and its advantages for settlement, send 15 cents for THE NORTHWEST MAGAZINE for September, 1886.



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

BUSINESS ANNOUNCEMENT.

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ST. PAUL AND MINNEAPOLIS, OCTOBER, 1887.

THE NORTHERN PACIFIC MANAGEMENT

An energetic effort to take the control of the Northern Pacific management out of the hands of the old directorate was begun in New York early last summer and continued up to the eve of the annual meeting of the stockholders, held on the 15th of September. The nucleus of this effort was the Oregon and Transcontinental Company, with its large holding of N. P. stock, and in this phase it was a continuation of the struggle in which Elijah Smith, President of that company, was defeated two years ago. A number of new and strong elements joined the O. T. movement this year, however, and new purposes and motives mingled with those which had inspired the old controversy. The struggle became a very close one, and both sides claimed a victory during the week preceding the meeting. Finally, before a test of relative strength became necessary, a wise and conservative compromise was agreed upon and only one ticket was voted for. In the negotiation which led to this compromise Charles B. Wright was the representative of the old management, and Henry Villard of the opposition. It was agreed that the old interests should have eight directors and the opposition five, and in accordance with this arrangement the following gentleman were unanimously elected as the new board:

Members of the old Board.—August Belmont, Frederick Billings, J. U. Brookman, Benjamin P. Cheney, Robert Harris, Brayton Ives, Thomas F. Oakes, Charles B. Wright.

New Members.—Henry Villard, Charles L. Colby, Edwin H. Abbott, Colgate Hoyt, John B. Trevor.

The retiring members of the old board, who went out to make room for the new directors, were John C.

Bullitt, James C. Fargo, J. H. Hall, J. L. Stackpole and Johnston Livingston. Of the new directors, Mr. Colby is President and Mr. Abbott is Vice-President of the Wisconsin Central Railroad. Mr. Hoyt and Mr. Trevor are members of the Wall Street firm of James B. Colgate & Co., Mr. Hoyt being one of the Government directors of the Union Pacific Railroad.

A remarkable heavy vote was cast at the election, the total number of shares voted being 754,193. The highest number voted at any previous election was 673,000. The Northern Pacific interests represented in the old board voted 388,304 shares and the O. T. and other interests classified as opposition before the compromise ticket was agreed upon voted 347,689 shares. There were, besides, 18,100 shares voted for which proxies were held by August Belmont and Henry Villard jointly, and which could not be said to belong to either side, as Mr. Belmont was a member of the N. P. committee to solicit proxies for the old management and Mr. Villard came conspicuously to the front as the leader of the opposition.

There are many significant features in this result. Elijah Smith and the old Transcontinental party seem to have disappeared from the controversy, leaving their interests in the hands of Henry Villard. The O. T., which has of late been a disturbing element in the transportation problems of the Pacific Northwest, resumes its old attitude of a harmonizing force, for which it was originally created by Mr. Villard. It was at the special request of Charles B. Wright that Villard returned to the board, which he left four years ago. The selection of Hoyt and Trevor mean that an effort will be made to come to some amicable arrangement with the Union Pacific Company, by which the building of rival lines and the cutting of rates in Oregon and Washington will be avoided. The Wisconsin Central representatives will naturally seek to make their road the Eastern extension of the Northern Pacific from both St. Paul and Ashland to Chicago. At the same time, the men who have been prominently identified with the Northern Pacific ever since work was begun on its line, Wright, Billings and Cheney, remain in the board, and also Harris, who has been President for nearly four years, Oakes, who has been Vice-President and General Manager for the same period and was Vice-President when Villard was at the head of the company, Belmont, a director since 1881, and largely concerned in the financial management of the company, Brookman, the largest holder of common stock, and Ives, a director for two years. With eight old directors and five new ones, and one of the new directors the former President under whose management the greater part of the N. P. was built, there cannot be said to be a revolution in the control of the road.

The first acts of the newly elected board were to reelect the officers, to appoint a committee to confer with the Union Pacific and to take steps for a meeting of the preferred stockholders, who will be asked to give their consent to placing a third mortgage on the road sufficient in amount to redeem the dividend scrip, finish the Cascade tunnel and provide necessary new equipment.

Since the above was written news comes from New York that at a special meeting of the directors held September 30th, it was decided by a vote of nine to one to join with the Union Pacific in a lease of the Oregon Railway and Navigation property.

The *Pioneer Press* special says that "this action is the direct result of the change of management at the annual election of September 15, when Henry Villard practically assumed a controlling influence in the board."

THE INDEMNITY LANDS.

At the instance of Commissioner Sparks, Secretary Lamar has made a ruling which seeks to deprive the Northern Pacific Railroad Company of its indemnity lands. The secretary makes a strained construction of an act of congress, in violation of the interpretation put upon the same statute by all his predecessors, since 1870 in order to justify his action. The real

motive for his ruling is evidently political—for effect in the approaching campaign.

The indemnity lands selected by the company have for the most part been sold and in many cases resold, and are in the hands of purchasers who invested their money in the faith that the lands were the property of the company, just as all previous secretaries of the interior since the grant was made had held them to be. Now Mr. Lamar says the company never owned the lands, that the innocent purchasers have no title to them and that his land officers shall receive filings upon them. In other words thousands of settlers in the Northwest are to be robbed of their property and their homes by order of a government official at Washington.

Fortunately this country is not ruled by a Russian despotism, and Mr. Sparks and Mr. Lamar are not the whole law and the constitution, so far as the public domain is concerned, and the railway grants made from it. There are courts, which in the end will decide upon the property rights of citizens and the meaning of statutes. The political necessities of the party in power may require a raid to be made upon the land grant roads, but the Supreme Court will not take such motives into account. The law is not at all changed because one secretary of the interior says it means something diametrically opposite from what all other secretaries have understood it to mean. Parties who file upon these indemnity lands will in the end have nothing but their bills of costs to show for their enterprise. Upon some sections of this land are magnificent wheat farms, on others towns and villages have grown up, and most of it has become of enhanced value since the railroad company sold it, by reason of the development of the country. To oust the present owners and turn these sections over to the first squatter claimants who reach the land offices with their filing would be an act of outrageous spoliation.

A FAVORABLE OUTLOOK.

In concluding their annual report made to the stockholders' meeting on September 15th, the Board of Directors of the Northern Pacific Railroad Company say:

In the opinion of the directors there has not been a time when the prospects of the company were promising as now. The road is substantially completed and the land grant has been secured from Ashland to Tacoma, and from Tacoma to Portland. The company has kept faith with Congress in building the road, and there can be no doubt Congress will keep faith with the company. The physical and financial obstacles which have been great have all been overcome. The fixed charges are nearly at their full height. Millions of acres of valuable land remain to be sold. As fast as the lands are settled the business of the road will increase. The company is in a position where it can negotiate favorably with other companies as regards the business of adjacent territory. The disastrous results of reckless competition, and the construction of unnecessary roads, have given rise to more reasonable views, and there prevails a general desire to harmonize the relations of the railroad companies to each other and to the public on the basis of sound principles. With a judicious and faithful administration of the affairs of the company, its future prosperity is beyond doubt.

ROOM FOR TEN THOUSAND.

In the fertile Palouse country, which lies mainly in Eastern Washington Territory and laps over into Idaho, there is room for at least 10,000 more settlers. The soil is amazingly rich. The climate is healthful and agreeable, the winters being short and mild compared with localities in the same latitude east of the Rocky Mountains. The surface of the country is hilly prairie and the land is evenly fertile to the tops of the rounded hills. Bunch grass grows luxuriantly. Horses graze all winter, cattle require a few weeks feeding—never more than six. The adjacent mountains are covered with pine, spruce and cedar.

We shall give an illustrated description of this pine

country in our November number. It is now easily accessible by rail from Spokane Falls and is especially attractive to the farmer who wants to go West to better his condition.

NEW PUBLICATIONS.

Entering on Life, a Book for Young Men, by Rev. Dr. Geikie, author of the widely-known "Life and Words of Christ," is a wise and sympathetic work that takes strong hold on young people of a religious turn of mind. Published by John B. Alden, New York, and sent by mail for forty-five cents.

John B. Alden, the New York publisher of good books at cheap prices, has completed his "ideal edition" of Shakespeare. It is in twelve volumes; price in cloth binding \$6; in half morocco \$7.50, with ninety-six cents for postage. Printing and paper are excellent and the volumes are of convenient size for comfort in reading.

The Century Company has begun the publication in subscription book form of the war papers which have appeared in the magazine during the past two years, with many additional ones for which there has been no room in the periodical. The work will be in four volumes. It is expensive—\$5 per volume—but the old soldiers must have it.

The series of the unpublished letters of Thackeray, which to readers of literary tastes has been the most attractive feature of *Scribner's Magazine* of late, concludes in the October number with the letters written during the great novelist's visit to America in 1853. It is a pity there are not more of them. "Caverns and Cavern Life" by N. S. Shaler, is the best illustrated article in this number.

From John B. Alden, New York, we have received his "ideal edition" of Sir John Lubbock's *Pleasures of Life*, a very wholesome and healthy little book for both old and young readers. It is vigorous and sensible, and free from the Pharisaical sermonizing tone which make so many works with a didactic purpose very dull reading. The chapters on the "Choice of Books," the "Pleasures of Travel" and the "Value of Time" are particularly good. The price of the book bound in cloth is only twenty-five cents with five cents added for postage.

Edward Lippitt Fales, whose short poems are often seen in the columns of the *Pioneer Press*, has recently published a volume of his own poetry, entitled *Songs and Song Legends*. The themes of the longer poems are found in the legends of the Minnesota Indians. A much finer chord is touched in minor songs like the following, which is the best in the collection:

THE PINE TREE.

Here in the various wood, amidst the light
And gorgeous beauty of the autumn scene,
A solemn pine tree, lonely in its height,
Unfurls a plume of dark and living green:
A type of greatness as it waves between
The bright, yet fading, forest and the pure,
Majestic heaven. And in the autumn sheen
A crown of ruddy cones doth make more sure
This emblem of a soul whose beauty will endure.

No doubt, it is the great and continued success of Gen. Lew Wallace's "Ben Hur" that has led to the republication of the Oriental novel of *Zenobia or the Fall of Palmyra*, by William Ware, which took the literary world by storm half a century ago. Wallace's novel is more vivid and dramatic, and like Ware's it is an attempt to realize the life of Oriental communities in the palmy days of the Roman Empire, and must have derived its motive if not some of its inspirations from the older romance. "Zenobia" is published by John B. Alden, New York, and the price in paper covers is ten cents and in cloth twenty-five cents, with seven cents for postage. At the same price Mr. Alden has just brought out two more of the standard novels of our ancestors, Beckford's *Vathek*, an Eastern tale, and Sir Thomas More's *Utopia*, which Hallam called the only work of genius of which England could boast in the age in which More lived—1480-1535.



THE Walla Walla country, in Washington Territory, is a better place for fruit-growers to locate than any part of California, for two reasons—first, the fruit grown there is of finer flavor; and second, there is a market near at hand in Montana and also in the Puget Sound cities.

THE current newspaper comments on the suspension of Fred Carruthers's humorous paper, the *Dakota Bell*, overlook the real cause of its failure; nor did the publishers appear to grasp it in their valedictory. The *Bell's* anecdotes and funny paragraphs were copied by pretty much all the papers in the country. Consequently people read them in their own home dailies and weeklies and saw no reason why they should send money to Sioux Falls for the bright sheet that set all these good things afloat in the sea of journalism.

Is it not time, here in St. Paul, to halt in the race for money and material welfare long enough to secure some of the means for higher culture which open the way to the paths of what Matthew Arnold calls "sweetness and light?" Most needed of these means are a public library worthy of the size and aspirations of the city and an art gallery. The former should be provided by taxation, as an adjunct to the system of free education; the latter should be the gift of some broad-minded millionaire, ambitious to win the lasting gratitude of the community.

WHEN coal costs \$10 a ton and a cord of maple wood sawed and split sells for \$8.50—present St. Paul prices—the fuel question becomes a serious one in a climate where people must have fires eight months in the year and big fires for five months. The high price of coal is the result of one of those eastern combinations called "coal trusts," which are among the evils that flow from great aggregations of capital applied to production. Wood appears to keep pace with coal, though there is no reason why it should, in a place where there are thousands of acres of forest close at hand.

ADAM AULBACH, of the Murray, Idaho, *Sun*, can undoubtedly claim the distinction of running a daily paper on the smallest numerical constituency which supports a daily anywhere in the world. Murray has not more than 1,000 inhabitants and there are probably not more than another thousand within the *Sun's* field of circulation. The paper is printed on a job press, one page at a time, and circulates 300 copies. Aulbach makes it pay. He was once a partner of Henry George in the publication of a penny daily in San Francisco. In former times, when he worked at the case in Philadelphia, he had the reputation of being the fastest compositor in that city. He is editor, reporter, business manager, book-keeper, collector and foreman of the *Sun* office, and besides finds time to lay out roads, make the county officials behave themselves, and negotiate the sale of mining properties.

THE project most favored in Northern Idaho is immediate annexation to Washington and admission as a State forthwith. The rivers of this region run to Washington; the railway lines run to Washington; the trade movement is all in that direction, except the shipment of Cœur d'Alene ores to the reduction works at Wickes and Toston, Montana. There is no way of reaching the capital of Idaho at Boise except by a three-days' journey through Washington and Oregon, going first as far west as Umatilla, on the Columbia River, and then east over the

Union Pacific Railroad. There are no business relations between the two parts of the Territory; and no relations of any kind except the political connection enforced by Congress. In fact the Panhandle of Idaho might as well be joined to Minnesota, so far as the convenience of its citizens is concerned, as to Southern Idaho. The Washington annexation scheme will be approved by nine-tenths of the North Idaho people if it secures immediate Statehood.

BUMPING along in a thorough brace wagon over a rough road in the Valley of the South Fork of the Cœur d'Alene River, one bright September day, I asked the driver what was the attraction that held so many active, intelligent men in mining camps, seeing that they worked hard and lived roughly, and on an average made no more money than they could make in more comfortable regions. The driver answered promptly—"It's because in a mining camp one man is just as good as another, so long as he behaves himself. There are no social distinctions," the man went on to explain. "The mine boss does not look down upon the laborer and the laborer does not look up to the boss. After working hours are over they meet on a footing of equality. Now, back in the States the bank clerk looks down on the dry-goods clerk, the dry-goods clerk looks down on the mechanic, the mechanic looks down on the day laborer, and there are grades among the day laborers, the man who works on the streets being at the foot of the ladder, I reckon. There is nothing of the sort in a mining camp; and that's the reason I stay out here."

WHOM should I meet in the wilds of the Cœur d'Alene mining region last month but old Jack Langrishe, who, years ago, was one of the best all-round actors in the country, and who in his time supported the elder Booth, Forrest, Davenport, Wallack, Keene and many other dramatic stars of the first magnitude. Langrishe has turned editor in his old age, and is writing for the *Wardner, Idaho, News*. I spent a delightful hour jogging his memory of old times on the stage. Charles Keene was his ideal Hamlet; Edwin Booth he thinks too sentimental and effeminate. Forrest he greatly admires, and he said that only fools who never heard him, speak of his magnificent virile declamation as rant. There are no great actors now, said the old man, because everyone tries to make a hit in some special part and, if he succeeds, plays it year after year. In former times a good actor had to be equally good in many parts. Much harder study was required and a much higher grade of artistic power. "An actor makes no lasting reputation," said Langrishe, sadly; "His fame is writ in water. It dies with the generation that witnesses his triumph. Of all artists he alone leaves no mark behind. Nothing commemorates him but a fading tradition."

IN the Cœur d'Alene gold mines I found an old acquaintance, last seen many years ago in Washington, W. H. Claggett, formerly delegate in Congress from Montana, and now a prominent member of the Idaho bar. His home is a picturesque cottage, perched high up on the mountain side above Murray, and overlooking the activities of the town and the placer diggings. Mr. Claggett has a plan for creating a new State out of Idaho, (except the narrow farming belt, which he would give to Washington,) Western Montana and the National Park in Wyoming. Within the boundaries he proposes there are now 175,000 people; enough for immediate Statehood. This region, he says, would make a prosperous, homogeneous mining State, with agricultural valleys tributary to the mining towns. If this plan cannot be carried out, his second choice is annexation of Northern Idaho to Montana, and his third, annexation to Washington. The Territory of Idaho, as now constituted, has no identity of interests, and its northern part is completely isolated from the southern part by ranges of mountains, never likely to be traversed by railroads. Unless its boundaries are changed it is not likely in fifty years to have sufficient population to form a State.

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Wisconsin.

Six more elevators, with a capacity of 11,000,000 bushels are projected for the coming year at West Superior. It is said that this is to become a corn market as well as a wheat market, and that at one jump.

THE Minnesota & Northwestern Railway, which proposes to build a low grade road between St. Paul and Minneapolis, and the head of Lake Superior, has selected the Superior side of the bay as the site for its terminal and proposes to make the mouth of the Nemadji, which has heretofore been known simply as a logging stream, a harbor on which will be built its extensive docks. Much less has been made of this plan by the Duluth papers than if the improvements contemplated were to be located on the other side of the bay. Mr. Stickney evidently appreciates some of the advantages which present themselves on the Wisconsin side of St. Louis Bay and proposes to avail himself of them. Nature made a site for a city on the Wisconsin side, but Duluth has sprung up on the side hill and bluffs on the Minnesota side, in spite of what nature did elsewhere and because the owners of the property on the other side of the bay were blind to their interests and opportunities. But Mr. Stickney is a good deal of a wizard. He has done a good many things that other men have failed to do, and he has made a move towards putting a little life and vitality into Superior by getting together a number of the foreign land owners who have stood in the way of the growth and prosperity of Superior so long, and gaining their support of his plan. The improvements of the Minnesota & Northwestern are calculated to work a revolution at the head of the lake. —*Minneapolis Lumberman.*

Minnesota.

A RAPID transit company has lately been organized by St. Paul and Minneapolis capitalists to maintain and operate a railroad with one or more tracks, either elevated or on the ground, or both, from some point in the city of St. Paul to some point in the city of Minneapolis. The principal place of business is St. Paul. Capital stock \$1,000,000.

POLK COUNTY is the largest wheat county in the State, with an acreage of 160,000. Otter Tail follows with 122,000, Goodhue with 106,000 and Stearns with 103,000. The acreage of Polk last year was 140,000, while Otter Tail had 123,000, but Otter Tail beat it in bushels by 300,000—raising more wheat than any other county in the State. The yield per acre was 19.40. Fillmore is the greatest corn county and this year has 37,000 acres, which is very large, considering its size.

PROGRESS AT RED LAKE FALLS.—The nine stores being built on the railroad addition will soon be completed and we are informed will be occupied as follows: The Jefferson and Third Street stores will be occupied the last of this month by stocks of general merchandise and hardware; the Jefferson and Fourth Street block will be completed in about three weeks and its stores will be occupied by one general merchandise, one boot and shoe store, and portion of the block will be fitted up temporarily for a hotel. A number of other buildings will be started very soon.—*Red Lake Falls Gazette.*

THE immense swamps in North Minnesota have struck terror to the heart of many a man in the pursuit of real estate investments, but as this joke has been carried further than it should have been, a rest should be taken now from the famous fiction. There are, it is true, swamp lands and wet lands in the north of this State, but not to one-quarter of the extent that poetry has represented it. Large tracts, which were so reported at the early survey, for the purpose of being gobbled up cheap, are among the best in the State, and are as high and dry as any to be found; speculators holding them as high as \$10 an acre consisting of both prairie and timber.

ST. CLOUD appears destined soon to be the fourth city in this rapidly developing State. She has a fine water power, a beautiful location, inexhaustible quarries of granite of all kinds, colors and textures, and rich farming lands around her, and the announcement that J. J. Hill was going to bring his car shops here and establish large stock yards west of the city has given her a new impetus which will undoubtedly double her present population in a very short time. The St. Paul, Minneapolis & Manitoba Railroad Company have five lines of road reaching out from St. Cloud in as many different directions,

and there is no town on this great system into which it has so many lines of road running. Real estate has advanced rapidly and many transfers have taken place within the past few weeks.

Dakota.

AFTER all that has been said of the failure of the Dakota wheat crop, reports from the Territory gives the amount of wheat raised this year as something over 40,000,000 bushels, while last year it was but 30,000,000. Last year the corn crop was 15,800,000 and this year it is 30,700,000 bushels. The greater portion of this crop will find a market in West Superior and Duluth.

IN Wells County, Sykeston, the county-seat, is beautifully located on the Pipe-stem River, and is the terminus of the branch from Carrington—a rich farming and grazing country, rapidly filling up with settlers. The acreage for this year is fully sixty per cent. greater than last year, and the yield will be not less than twenty-two bushels to the acre, while many fields will produce far more. The citizens are loud in their praise of this county. —*Fargo Argus.*

It is claimed that the Fargo scientists, Messrs. Rose and Cull, who are city engineers, have solved the twine problem for the wheat growers. This is a big item for them. This year there was almost a twine famine, and the price went up to fifteen cents or higher. Now these chemical gentlemen claim that they can make a better twine than has been used, and they show samples, and can manufacture it from the wild weeds at less than one-third the cost of the flax twine. They propose to put in a plant at Fargo and supply all the farmers for the next crop.

Montana.

THE Helena Herald credits the Manitoba extension with the biggest day's track-laying ever known—8.11 miles. We think if they will look over the history of the construction of the Union Pacific they will find a record of ten miles of track graded, tied and ironed in one day, during the lively competition between the Union Pacific and the Central Pacific to see which could lay track the fastest.

A letter from an engineer employed in the Wickes Tunnel, Montana, says: "The progress made this week on the north end is forty-one feet of heading, and on the south end is forty-eight feet of heading and thirty-eight feet of bench. This is the best work done since starting, and considering the size of the tunnel, which is 21x16 feet inside the timbers, we think it is a creditable showing. If we would not have to timber, we could make sixty feet per week. The Ingersoll Drills and Air Compressors are working splendidly on both ends of the tunnel."

CAPT. MORRIS HARRIS, of the First Cavalry, U. S. A., and acting Superintendent of the Yellowstone National Park, in his annual report to the Secretary of the Interior, states that in the early part of last winter such precautions were adopted by sending out scouting parties that the slaughter of the game was very slight. Capt. Harris thinks herds of several hundred elk wintered in the Park last winter. The number of buffaloes in the Park he thinks does not number 100. Large numbers of antelope are found, and mountain sheep in all the mountain ranges of the Park. The report refers to the partial success only of preventing tourists from defacing the Park by writing their names where they can. Capt. Harris thinks that nothing less than the arrest of the offenders and the expulsion from the Park will put a stop to this practice. The estimates of money needed are as follows: \$130,000 for construction of roads and bridges, \$5,000 for the care and preservation of the Park, and \$10,000 for surveying and marking the boundary lines; total, \$145,000.

Idaho.

PICNICING on Lake Cœur d'Alene is a common amusement of people from the Cœur d'Alene and Eastern Washington. The Railroad and Navigation Company give excursion rates from all points at very reasonable figures. The scenery and fishing along the lake and its tributaries cannot be surpassed in the West. Game of all kinds from the fool hen to the grizzly or mountain lion can be found on the neighboring mountains, while the poisonous snakes are entirely unknown. For health I don't think there is a spot on earth that is ahead of this. I have no doubt but that in time Lake Cœur d'Alene will be a great pleasure resort. Boats of all kinds can be procured at the post from a common skiff to a steam propeller. An iron steamer to navigate the lake in conjunction with the railroad will be the first no doubt on any inland lake or river. She will be 110 feet long and equipped with an engine of 480-horse power. Will be strong and powerful enough to navigate the lake through the thickest ice that ever forms there.—*Correspondence Helena Independent.*

Oregon.

HEPPNER shipped 1,500,000 pounds of wool this season.

Washington Territory.

THERE are 340 residence houses in Colfax, a gain of ninety in fourteen months.

THE Blanchard Railroad Company, located twelve miles south of Whatcom, is putting into the water 50,000 feet of logs daily. The company owns 7,000 acres of fine timber land, and has extended its railroad two and a half miles into the woods, using horses, but locomotives will soon be employed.

WALLA WALLA paper: Another instance of phenomenal yield of grain is observed on Mr. White's place, at the foot of the mountains above the Blalock place. He has twenty acres in oats, which is estimated to yield at least 100 bushels to the acre, or 80,000 pounds of grain, which at the ruling price will bring \$800.

THE Colville Miner says the new strike on the Eagle Mine at Chewelah is equal to the Old Dominion in the rich quality of the ore. The owners will ship ore to the smelter here at once in order to extract the working capital for the opening of the mine. They are fortunate to have a mine that will work itself, and we are pleased to see Chewelah coming to the front again.

It is reported that the Massachusetts Bay steel syndicate which contemplated the erection of blast furnaces and extensive rolling mills near Seattle, and the development of iron mines in the Cascade Mountains near the headwaters of the Snoqualmie, have abandoned this plan and decided to locate the proposed plant near Clealulim, on the cascade division of the Northern Pacific Railroad, where a great abundance of excellent ores, coaking coal and flux are found in close proximity.

THE sale of the Arlington mine in the Salmon River mining district which was consummated in Spokane Falls recently by the payment of \$27,000 by Portland capitalists is a very important transfer for the new district, and one that will have the effect of bringing the Salmon River mines prominently to the attention of mining men; besides it will add value to adjoining property and encourage prospectors to renewed exertions. Next year will see the Salmon district one of the most flourishing in the Northwest.

Reports from the Palouse country show that the yield of grain is very heavy. H. Hoagland, who has a ranch of 1,000 acres in Whitman County, says: "Our grain is turning out big; much better than we expected. From 12 acres we got 470 bushels of wheat; over 39 bushels per acre. From 13 acres of barley we took 867 bushels, or over 66½ bushels per acre, and the grain is of a fine quality. Without a doubt we have the best grain country in the Northwest and it is tributary to Spokane. Yet thousands of people in the East do not even know of it. There are thousands of homes on our beautiful prairies as yet unclaimed.—*Spokane Falls Chronicle.*

THE tremendous number of new buildings going up in Tacoma and the fact that the mammoth smelter is now under way, has opened the eyes of our Seattle contemporaries to the fact that from now on Tacoma and San Francisco must be placed at the head of the list of Pacific coast cities. The population of Seattle, including her immense number of Chinese, most of whom were assisted out of this city and county about eighteen months ago, is fully 1,000 greater than that of Tacoma, but the prediction is everywhere made, now-a-days, that within the next year Tacoma will have passed her neighbor, and contain the greatest population of any city in Washington Territory.—*Tacoma News.*

SPEAKING of the benefit the smelter will be to Tacoma, the history of Denver is interesting. In 1870 her population was about 4,000. In 1876 it was probably 20,000 to 25,000. In the following year the famous Leadville mining district first became known and a great portion of the wealth obtained there, was invested in Denver. In 1878 the Argo Smelting Works were established, to be followed in 1882 by those of the Grant Company, and still later by the establishment of Holden & Co. There are also several other smaller works, and public sampling works, all employing more or less men, and considerable amount of capital. The population of Denver is now 80,000. It did last year a business of \$67,000,000, and in manufactures \$24,000,000 more.—*Tacoma News.*

OAKSDALE.—A year ago this place was a wheat field, and to-day it has thirty houses and as many more will be built before '87 is out. It is situated on a beautiful flat, nine miles long and one mile wide, and is surrounded by rolling hills and flats of the best farming land in Whitman County for miles and miles. It is forty-five miles from Spokane Falls on the S. & P. R. R. Last season there were shipped from here 148,000 bushels of grain, and 97,000 pounds of wool, and over 60,000 pounds of fruit, such as peaches, plums, cherries and apples. At the present prospects Oaksdale will ship between 600,000 and 600,000 bushels of grain this fall, and it will increase every year, as only about a one-hundredth part of the land is in cultivation.

MONTHLY REVIEW OF THE WHEAT AND FLOUR MARKET.

OFFICE OF THE NORTHWEST MAGAZINE, }
MINNEAPOLIS, Sept. 26, 1887. }

There have been no sensational developments or movements in the wheat markets during the past month. Prices have fluctuated within a very narrow range and traders have been contented with light profits. The men who have been speculating heavily, for years seem to be taking a rest and the market has been left to itself. There are many conditions which favor an advance, but as soon as prices begin to move up, an army of bears jump on and pound them down. The Europeans are loading up with wheat and flour, exports being heavy, and this with the slow marketing of our new crop, holds the visible supply down, the weekly totals having shown a decrease instead of an increase nearly every week since the first of August. The wheat stocks afloat and ashore are really nearly 20,000,000 bushels less than at this time last year, and under ordinary circumstances this would justify fully ten cents advance, but the wheat gamblers have not forgotten the lesson of the collapsed Chicago and California comers, and are very careful about their investments. Conservative men are not inclined to look for much if any appreciation in values until after the holidays, but they believe that we shall then see a healthy and a considerable advance, which will be well maintained. European crop estimates have been gradually pared down until they show that all of our surplus on this crop will be needed. A careful compilation shows that the world has raised but a very small surplus this year, and the time will come, before another crop is raised, when the figures which are now merely glanced at, will not only be read with interest, but will exert due influence upon prices. Some people imagine when prices are low that they cannot go up, while others think when everything is high that prices will go higher. We are passing through a low era now, and the stringency in money is a serious damper on speculation. Wheat is very cheap, and it is foolish to look for lower prices than have been quoted during this month.

The highest, lowest and closing prices for the month, with comparison, were as follows:

	Highest.	Lowest.	Closing.	Year ago.
No. 1 Hard.....	72½	70½	70½	72
No. 1 Northern..	70½	67	67	70
No. 2 Northern..	67	61	61	68

These prices are on new wheat, old having ceased to be officially quoted. The range shows the difference in the quality of the crop as thus far marketed, compared with that of last year. Choice old wheat has been scarce and high all the month, and is still in active demand. Large shipments have been made the past six weeks, outside millers being heavy buyers. Better reports are now coming as to the condition of the new crop, though much of it has been damaged by rain in the southern half of the hard wheat belt, and more wild buckwheat and weed seed has been harvested this year than ever before in the history of the Northwest.

FLOUR.—The continued activity and firmness of the flour market is the best feature of the breadstuffs situation. There is always a good demand for flour on the tail end of a good crop year, and the present condition of this market is largely due to the feeling of fear as to the milling qualities of the new crop, but this is not the only reason for firmness and activity. Flour stocks are light almost everywhere and the mills of both winter and spring wheat sections are crowded with orders. Local millers are still grinding old wheat almost exclusively, but those who have tried the new wheat say it makes a stronger flour than the old, and that the farmers have, as usual, been marketing their poorest wheat first, so that the condition of receipts from now on may be expected to show a great improvement.

Quotations at the mills for car or round lots are: Patents, \$4.15@4.30; straights, \$3.80@4.00; first bakers', \$3.60@3.75; second bakers', \$3.85@3.00; best

low grades, \$1.80@2.00, red dog, \$1.50@1.60, in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 280 and 140 lb jute bags, 20c for 98 lb cotton sacks, 15c for 49 lb cotton sacks, 10c for 24½ lb cotton sacks, and 20c for 49 lb paper sacks. In half barrels, the extra charge is 30c per bbl.

ST. PAUL REAL ESTATE.

Its Cheapness.

The increase in the population of St. Paul for the past year was more than 32,000. This is shown by the City Directory.

The value of the buildings erected in the city during the year 1886 is nearly \$10,000,000. The amount of building for the present year will be much greater. I learn from the Building Inspector's office that it will be double that of last year.

The wholesale trade of St. Paul for 1886 amounted to \$84,000,000. This trade embraces the whole Northwest to the mouth of the Columbia and Puget Sound, and is rapidly increasing.

St. Paul is fast becoming a great manufacturing center. During the present year forty manufacturing concerns have been established in the city and dependent suburbs. I heard one of our solid business men remark yesterday that the completion of the stockyards and other concerns now under way would add 50,000 to the population of the city during the next year.

At the present time, 282 passenger trains arrive and depart every day at the St. Paul depots.

The real estate transfers for 1889 amounted to \$37,826,633. The real estate transfers for the first six months of 1887 amounted to \$32,977,364. These figures are from the records.

The resources of St. Paul are unlimited, and in no city of one half its importance and greatness, accomplished and assured, is real estate as cheap as it is in St. Paul to-day. There is steady and constant progress, but no boom.

J. W. OXELL.

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[No. 1649.]

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If you want to know all about Helena, the capital of Montana, and the central city of the Northern Pacific belt, send fifteen cents in postage stamps for the September number of THE NORTHWEST MAGAZINE. This number is illustrated with seventy engravings of streets, buildings, ranches, mines, landscapes, etc. in and near Helena.

If you want to know all about Walla Walla, the beautiful Garden City of Washington Territory and its great wheat field; Phillipsburg, Montana and its silver mines, one of them, the Granite Mountain being the most productive mine in the world, and St. Cloud, Minnesota, the handsome manufacturing town of the Upper Mississippi Valley, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for August, 1887.

If you want to know all about Butte, Montana, the greatest silver mining camp in the world, and all about Anaconda, Montana, the greatest copper smelting place in the world, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for July, 1887.

If you want to know all about Tacoma and the country traversed by the new Cascade Division of the Northern Pacific Railroad in Washington Territory, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for June, 1887.

If you want to know all about the city of Minneapolis, send fifteen cents for THE NORTHWEST MAGAZINE for April, 1887.

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REFERENCES: The Bradstreet Co., The Thomas Cruse Savings Bank, or The Merchants National Bank, Helena.

PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities, September 24:

	Bid.	Asked.
Northern Pacific, common.....	23 3/4	24 1/4
" " preferred.....	49	49 3/4
" " 1st Mortgage Bonds 114 1/2		
" " 2d " " 103		
" " Missouri Div. " 100		
" " P.d'Oreille " " 100		
" " Dividend Certificates 101		
Helena & Red Mountain 1st bonds.....	102 1/2	
Duluth & Manitoba 1st.....	103 1/2	
Hel. B. Val. & Butte 1st.....	104	
St. Paul & Duluth, common.....	62	64
" " preferred.....	99 1/2	104
" " 1st bonds.....	105	113
Oregon & Transcontinental.....	20 3/4	20 3/4
" " 8's 1892.....	92	93 1/2
Oregon Railway & Navigation.....	87	89
" " 1st bonds.....		109
" " Deb. 7's.....		
" " Cons Mtge 5's.....		99
St. Paul & Northern Pacific 1st's.....		116 1/2
Northern Pacific Terminals.....	102	
Oregon Improvement Co.....	34	36
" " 1st bonds.....	93	104
James River 1st.....	104	109
Spokane & Palouse.....		
Chicago, St. P., Mpls & Omaha, com.....	41 1/2	42
" do preferred.....	106 1/2	107 1/2
Chicago & Northwestern, common.....	112 1/2	113 1/2
" do preferred.....	141 1/2	143
Chicago, Milwaukee & St. Paul, com.....	81 1/2	81 1/2
" do preferred.....	118 1/2	119
Milwaukee, Lake S. & Western, com.....	81 1/2	83
" do preferred.....	108 1/2	104
Mpls & St. Louis, common.....	11 1/2	12
" do preferred.....	24 1/2	25 1/2
St. Paul, Minneapolis & Manitoba.....	102 1/2	103

NORTHERN PACIFIC RAILROAD COMPANY.

Approximate Gross Earnings for Month of July.

TREASURER'S OFFICE, 15 BROAD STREET,
New York, September 6, 1887.

	1886.	1887.	Increases.
Miles: Main Line.....			
and Branches.....	2,778	3,981.54	903.54
Month of Aug. 1887.....	\$1,226,357.67	\$1,256,100.00	\$29,742.33
July 1st to " 31st 2,326,383.62		2,458,676.29	132,292.67
		R. L. BELKNAP, Treasurer.	

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All classes of Negotiable Securities bought and sold, and advances made on same.

Northern Pacific First and Second Mortgage, Missouri and P.d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.

FOOTE & FRENCH,**BANKERS**

—AND—

DEALERS IN GOVERNMENT BONDS

OFFER FOR SALE

Northern Pacific R. R. Co.
Gen. Mortgage and Land Grant Gold 6 per cent bonds, due 1921
Northern Pacific R. R. Co.
P.d'Oreille Div. First Mortgage 6 per cent bonds, due 1919
Northern Pacific R. R. Co.
Dividend bonds, 6 per cent annually, due 1888.

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Thousands of acres of choice agricultural land in the Palouse country and the Big Bend, improved and unimproved, at prices ranging from \$5 to \$15 an acre. Plats and prices of Northern Pacific Railroad lands in Eastern Washington and Northern Idaho.

REFERENCES: { Traders National Bank, } Spokane Falls.
 { First National Bank, }

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AND

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Dr. NELSON,

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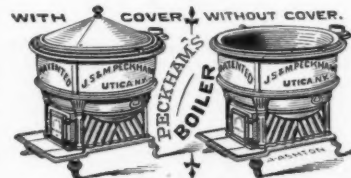
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-OF- WAHPETON, DAKOTA.

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 W. A. WHITE, Treasurer. R. B. MYERS, Sup't of Agencies. C. E. WOLFE, Sec'y. N. A. PAGE, Ass't Sec'y

This company is organized under the Law passed in 1885, requiring that all companies organized within the Territory of Dakota for the transaction of the business on the mutual plan, shall have actual application for insurance upon which the premiums shall amount to at least \$50,000, at least \$10,000 of which must have been paid in cash. It is an association of the business men of Dakota for the purpose of insuring themselves at cost.

ITS POLICIES ARE ABSOLUTELY WITHOUT CONDITIONS.

The premiums for insurance in this company are payable as follows: One-fourth of each year's premium, cash; the other three-fourths are paid in assessments levied upon an assessable note which draws no interest and is payable only in case of assessments to meet losses and expenses. The first payment of cash is credited on the books of the company, and when an assessment is levied, it is charged up to this account. As soon as this account is overdrawn, an assessment is made on the assessable note.

In the Hail Department only 160 acres will be taken in one section. In case of damage by hail, in the adjustment and payment of the loss, no deduction shall be made for the cost of harvesting, stacking, threshing or marketing grain. The adjustment is made from the actual stand of grain at the time of loss, and for every bushel of grain lost, the company pays the price of the same kind of grain at your market place on the first day of October. All hail losses are paid on the first day of November.

WE INSURE AT COST.

You pay your premium in small installments, so that it will be easy to meet. We wish every man in Dakota owning property in Dakota to thoroughly investigate the plan and workings of the company, and if found satisfactory, insure himself with us and leave the money you have heretofore paid to Eastern companies at home to be used among you. Correspondence solicited.

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WHOLESALE DRUGGISTS,

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TANKS, PUMPS, PIPE, Etc.

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Negotiate 7 per cent. First Mortgage Farm Loans in
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Commenced business in 1880; incorporated in 1884, with a paid up capital of \$50,000 and have invested over \$900,000 for eastern banks and individuals without loss. The Company confines its loans to the Red River Valley. On the Dakota side the field embraces the six RED RIVER VALLEY Counties, containing 13,588 farms and 1,725,243 acres of improved land, and a population of 83,242—16,550 more than any other six counties in the Territory. City loans negotiated. BONDS & WARRANTS for sale. Correspondence solicited.

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Its merits as a WASH BLUE have been fully tested and endorsed by thousands of housekeepers. Your Grocer ought to have it on sale. Ask him for it.

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The Skin Bleached and Beautified to the Highest Art: Wrinkles, Freckles, Blackheads, Moles, and Superfluous Hair Removed; Ill-shaped or Large Noses made perfect; Hair, Brows and Lashes dyed and restored. Send four cents for Circulars, Testimonials (sealed), etc.

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THE NEW IRON DISCOVERY.

Through Col. A. N. Hamilton, who has just arrived from east of the mountains, the *News* is enabled to obtain some facts in regard to the new iron discovery in that section of the Territory, which is reported the most extensive ever found on the Pacific Coast, and rivaling the famous mines of Pennsylvania. This district is situated on the Northern Pacific Railroad, ninety miles from Tacoma and three miles from the town of Cle-elum. It is on what has been called Iron Mountain, the first discovery on which was made just recently, since which nine locations have been made, all showing large veins of superior iron—enough, in fact, to keep the largest works constantly employed for a generation. This district is tributary to Tacoma, and will play an important part in furnishing fluxes for the Ryan smelter as well as material for the big Bessemer steel works. In sixty days time a branch railroad could be constructed into the district and train loads of iron sent to market before snow flies. Elsewhere will be found the report of the meeting organizing the Iron Mountain district.—*Tacoma News*.

THE CASTLE MOUNTAIN MINES.

Much excitement was caused in Livingston, Montana, lately, by the news of the rich strikes in developing the mines in the Castle Mountains, forty miles north of there. A public meeting was called and \$5,000 was subscribed to put the road in good condition. The William Wakefield Stage Line Company, operating the stage line in the Yellowstone National Park has put on a line of daily coaches from Livingston to Castle. People are going in at the rate of fifty a day. There are now over 1,000 people in the camp, mostly prospectors. Active operations are taking place. Two smelters have been contracted for as soon as they can be got in. It is predicted that this camp will excel Leadville in richness.

NEW SURVEY IN WEST DAKOTA.

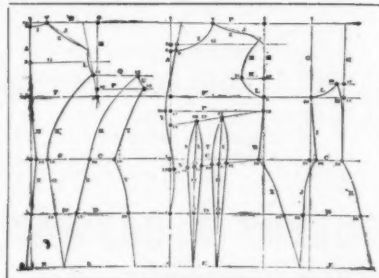
To the Editor of The Northwest Magazine:

J. G. Saunders, county surveyor for Stark County, has just been awarded the contract by the general government to survey a block of land, lying four townships wide north of the 8th standard meridian, and between the ranges 88 and 98, making forty townships of land. This land is some of the finest in Dakota for diversified farming, lying as it does, contiguous to and between the Heart and Cannonball rivers. Plenty of coal, numerous springs and richest of soils await settlement here, and doubtless will attract many settlers as soon as the survey is finished, which will be by the first of June, '88. The hand of the projectors and managers of the New England Colony can doubtless be seen in this survey, at least many believe it is their scheme.

G. S. CRYNE.

Gen. G. W. Cass, a gentleman whose friends are legion in the Valley, is here for his annual visit. The general showed his faith in this section many years ago, when Dakota only signified an alkali desert, and now he is reaping his reward. The largest, wealthiest and best county in the Territory is named after him. It has an assessed valuation of \$12,000,000, and this season harvests over 5,000,000 bushels of wheat. One of the richest towns in Dakota, in proportion to its population, is also named after him, and he has given Casselton a very handsome stone church, which is soon to be dedicated.—*Fargo Republican*.

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Hanover's New Merchant Tailor System of Garment Cutting embraces forty-six diagrams of different garments, and contains extended directions on all points of Dressmaking. The rules are explicit and comprehensive. Life-sized Draftings with each System. Thus any person can draft every diagram and apply the same to any form without verbal teaching. Garments are close fitting, yet worn with ease and comfort. We have the only rule for cutting perfect sleeves.

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Entirely composed of Roots and Herbs, and Vito-Magnetized with the Doctor's Miraculous Gift of Healing Power.

Full particulars contained in Descriptive Pamphlet.

Invaluable for Asthma, Fever and Ague, Consumption, Catarrh, Constipation, Diarrhoea and Dysentery, Dyspepsia, Liver and Kidney Affections, Blood and Skin Diseases, Pains in Side and Back, Female Complaints, also Bright's Disease, Rheumatism, etc.

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For Duluth, Ashland and all Lake Superior points, take this route from St. Paul, Minneapolis, Eau Claire, and all stations east and south. Parlor cars on day trains, through sleepers on night trains. Close connection at Ashland with M. L. S. & W. trains for the iron mines.

Buy your tickets over the Chicago, St. Paul, Minneapolis & Omaha Railway, and you will never travel by any other line.

Tickets for sale by all ticket agents.
For time tables and other information apply to

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It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time-tables, rates of passage and freight, etc., apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

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For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAGAN, Land Commissioner, Milwaukee, Wisconsin.



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THE PRINCIPAL LINE BETWEEN THE
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UNITED STATES AND CANADA
CONNECTIONS MADE IN UNION DEPOTS
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AND PULLMAN'S SLEEPERS
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* THE ONLY LINE *
RUNNING DINING CARS BETWEEN
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FOR TICKETS, RATES, GENERAL INFORMATION, ETC.,
CALL ON ANY TICKET AGENT IN THE UNITED STATES OR CANADA
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**MINNEAPOLIS and ST. LOUIS
RAILWAY**

AND THE FAMOUS

Albert Lea Route.

TWO THROUGH TRAINS DAILY

FROM ST. PAUL AND MINNEAPOLIS

TO CHICAGOWITHOUT CHANGE, CONNECTING WITH THE FAS.
TRAINS OF ALL LINES FOR THE

EAST AND SOUTHEAST!

The DIRECT and ONLY LINE running THROUGH CARS
between ST. PAUL, MINNEAPOLIS and

DES MOINES, IOWA,

VIA ALBERT LEA AND FORT DODGE.

Solid Through Trains Between
ST. PAUL, MINNEAPOLIS AND ST. LOUIS,

And the Principal Cities of the MISSISSIPPI VALLEY,
connecting in Union Depot for all points
SOUTH and SOUTHWEST.

MANY HOURS SAVED, and the ONLY LINE running TWO
TRAINS DAILY to KANSAS CITY, LEAVENWORTH, and
ATCHINSON, making connections with the UNION PACIFIC,
and ATCHISON, TOPEKA & SANTA FE RAILWAYS.

Close Connections made in Union Depot with all trains
of the St. Paul, Minneapolis & Manitoba; Northern Pacific;
St. Paul & Duluth Railways, from and to all points NORTH
and NORTHWEST.

REMEMBER! The Trains of the MINNEAPOLIS & ST.
LOUIS RAILWAY are composed of Com-
fortable Day Coaches, Magnificent Pullman Sleeping Cars,
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PALACE DINING CARS.

150 LBS. OF BAGGAGE CHECKED FREE. Fare always as
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Western Terminus of the Northern Pacific,

Washington Territory.

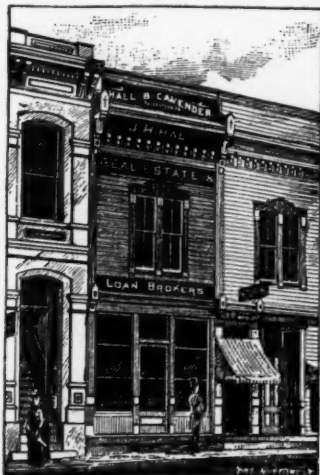
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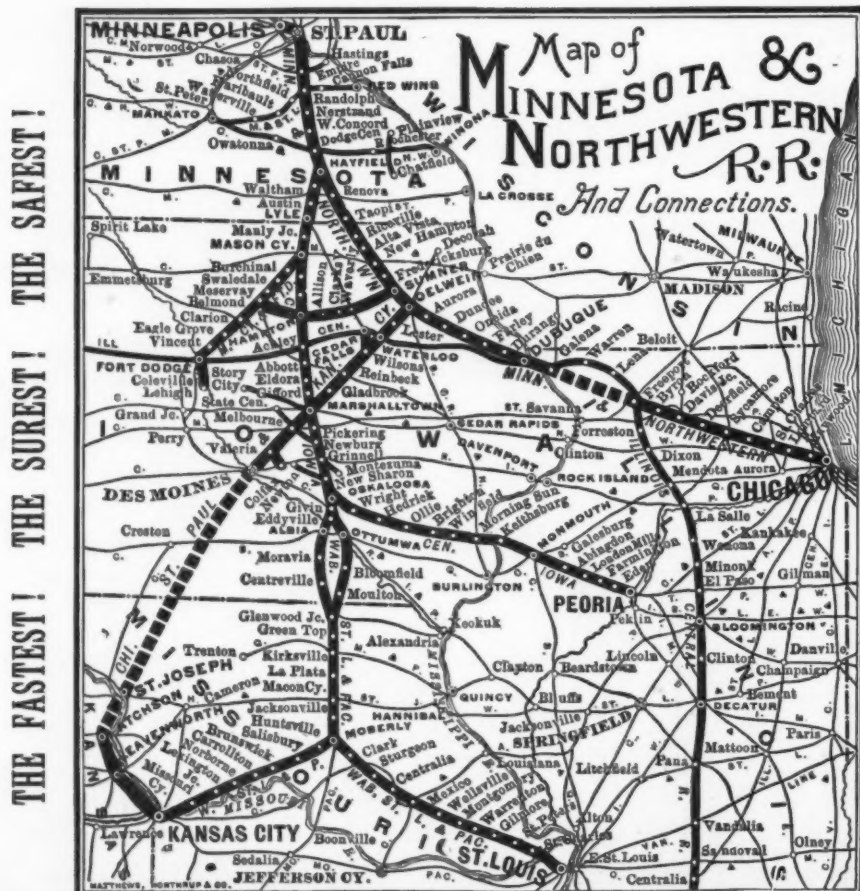
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Mrs. Drew deserves great credit for the manner in which she has built up this school. And she may feel proud of her school and her system of teaching, for her system cannot be surpassed in the United States, and her school is without rival; in fact, it is the only thorough school in the Northwest for ladies and gentlemen who wish to fit themselves for positions in offices and business houses as stenographers and typewriters. Those interested should send for a catalogue of the school. It gives in condensed form a complete description of the prosperity of the school, its manner of doing office work, its style of teaching both in school and by mail, and its many advantages both to its pupils and to business men—to its pupils in securing them positions when they are competent and to business men in securing and guaranteeing them competent stenographers and typewriters.

LOW RATES TO CHICAGO.

For the Chicago Exposition by the "Royal Route," Chicago, St. Paul, Minneapolis & Omaha Railway. Tickets will be sold to Chicago and return on the following dates at \$15.35:

Oct. 4 and 5, good to return Oct. 10.
Oct. 11 and 12, good to return Oct. 17.
Oct. 18 and 19, good to return Oct. 24.
Great international military encampment in Chicago Oct. 1 to 20. Tickets will be on sale at union depot and 159 East Third street, St. Paul, and union depot and 13 Nicolet House Block, Minneapolis.

CATARH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Prof. J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

NATURE'S GREAT REMEDY.—Of late the medical men have turned their attention to electricity as a means of cure for the various ills which flesh is heir to. Those who understand its use have met with gratifying success. Dr. W. J. Horne, of 191 Wabash Avenue, Chicago, an accomplished electrician and who has made it the study of his life, manufactures an electro-magnetic belt, made on strictly scientific principles, and which never fails to give the best results. Dr. Horne also makes an electro-magnetic truss, which is highly spoken of by those who have used it as being remarkably efficacious in curing rupture.

\$250 IN CASH! 3 Worcester's and 3 Webster's Dictionaries worth \$80, and 4 Dictionary Holders, worth \$15.50, given as PRIZES for best essays answering the question, "Why should I use a Dictionary Holder?" For full particulars, send to LA VERNE W. NOYES, 99 & 101 W. Monroe St., Chicago, the maker of Dictionary Holders. Or inquire at your Bookstore.

BIG ENOUGH FOR A SMALL BLOWER.—Husband: "What are you going to take that scrap of lace along for?" Wife: "Scrap, indeed! That's my handkerchief." "Oh, that's it." "Yes; and, by the way, I forgot to give you yours. It's upstairs on the shelf." "Never mind, dear. I've got a postage stamp."—*Omaha World.*

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THE GREAT NORTHERN PACIFIC COUNTRY.

FREE

All along the line of the Northern Pacific Railroad and its branches Government lands lying in alternate sections with the railroad lands are offered by the United States Government to actual settlers under the Homestead, Pre-emption and Tree Culture Laws. These are the best and most productive lands ever offered for settlement. MORE THAN ONE HALF of all the public land taken by private entry in the United States during the fiscal years of 1883 and 1884 is located in States and Territories traversed by the Northern Pacific Railroad. OVER 36 per cent of the number of all private entries made during the same period in the United States have been filed in Dakota.

Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

WISCONSIN, MINNESOTA, NORTH DAKOTA AND MONTANA.—For Lands in Wisconsin, Minnesota, Dakota and Montana, on the five years' plan, the terms of payment are, one sixth cash; balance in five equal annual installments with 7 per cent interest.

WASHINGTON, IDAHO AND OREGON.—For Lands in Washington, Idaho and Oregon, on the five years' plan, the terms of payment are, one-fifth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next four years one-fifth of the principal, with 7 per cent interest.

GRAZING LANDS in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale.

REBATES OF RAILROAD FARE

A rebate of the full price of a "One Way Land Ticket" or one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in part payment for 160 acres or more of the company's land in Minnesota and Dakota.

"Land Tickets" are issued only on orders from the land department to land seekers and actual settlers, good for forty days from date of purchase. These "land tickets" are good only as far west as Dickinson, Stark County, Dakota. The following special round trip rates have been made to the points named below:

BISMARCK, DAK., round trip rate from St. Paul, Minneapolis, Duluth or Superior.....	\$14.00	COOPERSTOWN.....	\$11.55
JAMESTOWN.....	11.00	LA MOURE.....	11.00
MINNEWAUKAN (Devils Lake).....	14.00	MILWAUKEE.....	9.10

The Northern Pacific Railroad Company owns desirable Lots and Blocks in most of the following named Towns, which are for sale at reasonable prices.

Towns in Eastern Land District.

On Main Line N. P. R. R.
WISCONSIN.

Superior. MINNESOTA.

Brainerd,
Frazee City,
Audubon,
Wadena, the Eastern terminus of the
N. P., F. & B. H. R. R.

NORTH DAKOTA.

On the N. P., F. & B. H. Branch.

Wahpeton,
Milnor, Western terminus of the N. P.,
F. & B. H. R. R.

On the Fargo & Southwestern Branch
of the N. P. R. R.

Leonard,
Sheldon,
Buttville,
Lisbon,
Marshall,
La Moure, Western terminus of the F.

& S. W. Branch of the Northern Pacific Railroad.

On the Jamestown and Northern Branch
of the N. P. R. R.

Melville.
Carrington, the junction of the Mouse
River Branch of the J. & N. R. R.
Sykeston, the Mouse River Branch completed to this point.

New Rockford,
Edmunds,
Minnewaukan, the terminus of the
Jamestown and Northern Branch of
the Northern Pacific R. R., the Devils
Lake, and supply point for Turtle
Mountain and Mouse River country.

On the Main Line of the N. P. R. R.

Mapleton,
Casselton,
Windsor,
Crystal Springs,
Tappan,
Menoken,
Bismarck, capital of Dakota and United
States land office.

Mandan,
Marmot,

New Salem,
Sims,

Glenullen,
Hebron,

Richardton,
Taylor,

Gladstone,
Dickinson,
Belfield.

On the Main Line of the N. P. R. R.
MONTANA.

Glendive,
Miles City, United States land office.

Hathaway,
Forsyth,

Livingston, junction with the Yellowstone National Park Branch of the
N. P. R. R.

Bozeman, United States land office.

Moreland,
Gallatin,
Townsend,

Helena, capital of Montana and United
States land office.

Garrison, junction of the Utah and
Northern Railroad.

Drummond,
Missoula,

Thompson's Falls.

Towns in Western Land District.

IDAHO AND WASHINGTON

Rathdrum,
Trent,
Spokane Falls, United States land office

Cheney,
Sprague,

Harrison,
Ritzville,

Pataha,
North Yakima,

Ainsworth.
Tacoma, the western terminus of the
Northern Pacific Railroad.

TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

One-quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent per annum.

A. ROEDERHEIMER, General Agent, Land and Passenger Departments, Columbus, Ohio.

A LITTLE NONSENSE.

When a man thinks he has a great head he allows his hair to grow long; when a woman thinks she has a mission to perform in life she cuts her hair off short.—*Morris Chronicle.*



Steadying Her Nerves.

"Good heavens, my dear Madam, you have now two parrots. They make a frightful clatter, which must be very injurious to your nerves."

"It was on account of my nerves, my dear Doctor, that I bought them. I shall have to go to so many ladies' parties next winter, that I must get accustomed to the racket and confusion of tongues or my health will break down."

ONE EFFECT OF PROHIBITION.—New York Man (to Rhode Island man): "What is the effect of the prohibitory law in your State?" R. I. Man: "It promotes pedestrianism." N. Y. Man: "How is that?" R. I. Man: "Everybody walks a mile or two into Connecticut for his drinks."

Countryman (to dentist)—"I wouldn't pay nothin' extra for gas. Jest yank her out if it doesn't hurt." Dentist: "You are plucky, sir. Let me see the tooth." Countryman: "Oh, 'tain't me that's got the toothache; it's my wife. She'll be here in a minute.—*Troy Telegram.*

THE ONE THING NEEDFUL.—A man, whilst fishing, suddenly fell into the water. A fellow-fisherman, of benevolent aspect, promptly hauled him out, laid him on his back, and then began to scratch his head in a puzzled way. "What's the matter?" asked the bystanders; "why don't you revive him?" "There are sixteen rules to revive drowned persons," said the benevolent man, "and I know 'em all, but I can't just call to mind which comes first." At this point the drowned man opened his eyes, and said, faintly: "Is there anything about giving brandy in the rules?" "Yes." "Then never mind the other fifteen."

"Papa, have you ever been at a circus?" a rising Torontonian asked his parent.

"Yes, my son."

"Then tell me what is the very best part of one."

"You mean the part which gives the most satisfaction and where you see the greatest marvels?"

"Yes, Papa."

"The bills, my son. Examine them and you have seen more than all of it. Don't bother about the expense. I can stand it."—*Toronto Mail.*

WHY HE WAS SORRY FOR HER.—As a lady entered a crowded street car last night an old man holding a little boy on his lap arose and offered his seat to her. "Oh, no, keep your seat, thank you," replied the lady, "and hold your boy." "Oh, that's different," replied the o. m., who was slightly deaf. "I had to stand up five days once myself with a boil. I'm sorry for you," and he resumed his seat amid the roar of laughter which followed.—*Cincinnati Telegraph.*

MRS. SQUAGGLETON'S MICROPE.—Mr. Squaggleton: "Dear, dear, how the world is moving, how science is advancing! Why, I see that they have got instruments now that you can look clear through a man with." Mrs. Squaggleton: "H'm, that's nothing. I hain't got no instrument at all, but I've been able to see through you for many a day." Then Mr. Squaggleton went out on the stoop and scratched his head for fifteen minutes and thought and thought and thought.—*Boston Courier.*

"Blinky" Morgan, the Western highwayman and murderer, was asked the other day by a St. Paul man how he came to "enter upon a life of crime." "You see," he said, "I was at one time living in Minneapolis. When—" "You unfortunate man," interrupted the St. Paulist, "not another word; that explains it," and he turned away with a tear in his eye at the man's early misfortune.—*Graphic News.*

"Oh, I know I can't," sobbed the woman, after she returned from her husband's funeral; "I just know I can't ever think of anything else with poor John in the the t-o-o-m-b!"—and she broke down again. "There was a very large attendance at the funeral," said a lady friend, trying to get the poor woman's mind into some other channel. "Mrs. General Parade was present." "Was Mrs. General Parade there?" "Yes." "What-wh-what did she have on?" and the poor widow burst into tears anew.—*Dakota Bell.*

The Washington Critic tells of a Northern stock raiser who took a lot of fine Berkshire pigs down to a South Carolina State agricultural fair. Much to his chagrin and surprise, they attracted little notice, while neighboring pens of native hogs were constantly surrounded by admiring farmers. Determined to learn the reason, he accosted a Carolinian:

"Can you tell me, my friend, why these fine-boned, short-legged, heavy-meated pigs get no attention, while those lean, lank, long-legged, unprofitable razor-backs get it all?"

The Carolinian shifted his quid, shut one eye, sighted along his nose and drowned a fly a rod away.

"Stranger, h't ain't no use for we uns to raise no hogs that cyarnt run faster'n a darkey."



He Had Waited Long for the Pleasure.

"Why, Henry, we are only two days married and you begin already to scold me." "But my dear wife, think how long I have waited for the privilege."

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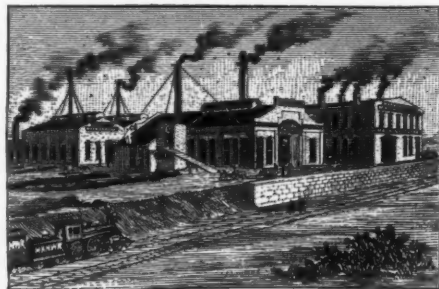
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Castings, light or heavy, of any description. Specialty, machine castings of fine finish from strong but easily worked metal.

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Patterns made from drawings or sketches submitted to us, of any desired article.

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Besides the manufacture of the "Hough Twist Drill Grinder," and other special tools of our own for the general market, we have in place machinery planned to meet the requirements of economy of time and accuracy in executing any commission intrusted to us, for either new work or repairs.

Reboring engine cylinders of any description or size in their present position. Workmen and machine for this purpose sent out to any part of the Northwest. Full description and approximate cost sent on application.